

The Hongkong Telegraph.

WEATHER FORECAST
FINE
Barometer 29.97

(ESTABLISHED 1881.)
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October 9, 1913, Temperature a.m. 77, p.m. 81; Humidity...70, 60.

October 9, 1913, Temperature a.m. 13, p.m. 82; Humidity...83, 45.

9,218 晚一十月九年丑癸

FRIDAY, OCTOBER 10, 1913.

五拜禮 號十月十英曆西

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TELEGRAMS.

HOME RULE.

MR. CHURCHILL'S SPEECH.

Reuter's.
[Service to the "Telegraph."]
London, Received Oct. 9.
Mr. Winston Churchill, the First Lord of the Admiralty, in a speech at Dundee, denounced at the outset the campaign of calumny against individual Ministers by "polemists of politics." Referring to the Home Rule Bill, he said the last substitute for a Parliamentary majority which the Unionist party was being urged to adopt was a civil and religious war in Ulster, accompanied by a mutiny of the Army and the boycott of the Territorials.

An Ill Day.

If that were that situation in October, what would it be by November 5, when the Home Rule Bill would pass? It would be an ill day when a Government was weak and cowardly enough to succumb to the violence of any section of the community.

Must be a General Election.

Before Home Rule could be fully operative—before any legislation could be passed by the Irish Parliament—there must be a General Election.

"Should the result be a transference of power it would be open to the Unionists to repeal the measure, and that is our answer to their complaints."

"I tell the Ulstermen that there is no advance that they can make which will not be matched by their Irish fellow-countrymen and the Liberal party. One party, and one party alone, can carry Home Rule, but it will take more than one party to make it a lasting success."

Peace Better Than Triumph.
Peace, added Mr. Churchill, was better than triumph, provided that it was peace with honour. The Home Rule Bill was not unalterable. The Parliament Act rendered far-reaching alteration possible, but there was only one condition, and that was only one agreement.

A Game of Bluff.
Lord Hugh Cecil, speaking at Huddersfield, said the Government were playing a dangerous game of bluff. They could not resist the Unionists' demand for an appeal to the people to decide the great issue of Home Rule or Union.

Unionist papers offer conflicting comments on Mr. Winston Churchill's speech.

The Daily Mail says that if a settlement is reached it will be largely due to Mr. Churchill's wise and conciliatory utterance.

A Guarded Reference.

The Morning Post states that Mr. Churchill's guarded and vague reference to North East Ulster may turn out of great importance, but cannot easily be reconciled with the rest of his speech.

The Daily Telegraph states, "While Mr. Churchill recognizes the gravity of the position in Ulster, we regret that he accompanied his recognition with language almost designed to render it negatory."

A Waste of Words.

The Daily Graphic says, "Mr. Churchill's talk of concessions is a waste of words. The Unionists must be prepared for a more serious struggle than they have yet contemplated."

The Daily Express says that if the Government mean what Mr. Churchill says, all thought of a conference and compromise becomes vain. If they insist on civil war they will have it.

The Daily News and the Daily Chronicle appeal to the Unionists in view of Mr. Churchill's speech to drop heroics and frankly face the facts.

TELEGRAMS.

KAISER AND SON-IN-LAW.

A STATEMENT ISSUED.

Reuter's.
[Service to the "Telegraph."]
London, Received Oct. 10.
In view of reports regarding the estrangement of the Kaiser and his son-in-law, a communiqué has been issued at Berlin showing that Prince Ernst Augustus has definitely renounced his claim to Hanover thus securing for him the throne of Brunswick where it is understood he will make a formal entry as Duke shortly.

Is It Binding?

It is doubtful, however, whether the renunciation is binding on all the members of the Cumberland family and descendants in some quarters in Berlin demand guarantees to this effect before the recognition of Prince Ernst Augustus as Duke of Brunswick.

On October 5 the following telegram was published:—
Reuter's correspondent at Berlin reports that the Guelph-Hohenzollern controversy has been revived. One of the members of the Guelph party stated that at a conference at Karlsruhe prior to the betrothal of the Kaiser's daughter, Prince Ernst Augustus, when asked to renounce the Throne of Hanover, replied, "Honour comes before Love," and then left the room. In view of this and other utterances by the Guelphs the German Press is demanding an explicit statement on the matter. Prince Ernst Augustus alleges that the Kaiser threatened not to confer the Duchy of Brunswick on him.

THE CHINESE REPUBLIC.

RECOGNITION BY THE POWERS.

London, Received Oct. 10.
Reuter's correspondent at Berlin states that on the occasion of the election of Yuan Shih-kai and the recognition of the Republic, the Kaiser exchanged friendly telegrams with Yuan Shih-kai.

Reuter's correspondent at Vienna states that Austria-Hungary has recognized the Republic.

President Yuan Shih-kai sent a message of thanks to King George upon Britain's recognition of the Republic. His Majesty replied in a congratulatory telegram.

BALKAN AFFAIRS.

ESTABLISHING FRIENDLY RELATIONS.

London, Received Oct. 9.
King Ferdinand and the Sultan of Turkey exchanged most cordial telegrams on the occasion of the ratification of the Treaty of Constantinople. They expressed their resolution to establish the most friendly relations between the two countries.

Roumanian Action.
The Roumanian Cabinet, after several hours' deliberation, has decided to take vigorous diplomatic action to prevent the outbreak of a fresh Balkan war.

THE LABOUR PARTY.

NO ROOM FOR SYNDICALISTS.

London, Received Oct. 9.
Mr. Ramsay MacDonald, speaking at Huddersfield, said the cause of the progress of the Labour Party was the advocacy of direct action in sympathetic strikes. There was no room in the Party for Syndicalists.

TELEGRAMS.

STRIKE IN VANCOUVER.

200 MINERS ON TRIAL.

Reuter's.
[Service to the "Telegraph."]
London, Received Oct. 10.
Reuter's correspondent at Victoria states that the trial has commenced of 200 miners. The mines are resuming on a small scale with non-unionists who defy the pickets. Australian and American coal is arriving and there are still 150 troops on duty.

On August 30 a telegram stated that it was reported from Vancouver that the miners' strike continued. No fewer than 160 men had been arrested, the majority being committed to the Assizes. Among the prisoners was a Legislator named Mr. John Place, who was accused of participating in an unlawful assembly and of being in possession of stolen property, a revolver used by a rioter being found at his residence.

NEW VESSELS.

A RECORD YEAR.

London, Received Oct. 10.
According to Lloyd's annual report, 651 new vessels were registered during 1912 of which 58 were sailing vessels.

The total tonnage is 1,643,250 tons which is a record.

Sixty per cent of the vessels were for the United Kingdom and the remainder for the Colonies and foreign countries.

THE CATHEDRAL ORGAN.

As is known, the Cathedral Organ was completely overhauled and partially rebuilt by the original builders in 1909, at a very considerable expenditure.

Whilst most of the work then done has proved entirely satisfactory, it was most disappointing to find that within a year most serious defects showed themselves and these have so increased as to make it impossible to carry on the work. These defects have been traced to the extensive use of glue, of a nature which, however excellent, is not suited to the exigencies of this climate; the glue has simply perished and the timber is the more difficult to remedy, in that it is the more vital and incompressible parts of the organ which have suffered most. No defect could have evinced itself which would be more difficult to cure or more completely place the other excellent pieces of the instrument at a discount. In the absence of a skilled workman the labour of finding and carrying out a remedy has fallen on Mr. Denman Fuller and some ideas of the labour involved will be gathered from the fact that before the work could be even started, a small section of the organ, over five hundred pipes, had to be removed, each one of which has had to be separately fitted and tuned on replacing. The labour involved has been very considerably increased by a lack of suitable accommodation for storing the pipes during the carrying out of the work, but we are glad to say that as far as the work has been now done, it has been to a very great extent successful and whilst it has not been entirely so owing to the fact that a complete remedy is not possible without having the organ down altogether, it is so much so that it is hoped the monthly organ recitals will be started before long. In connection with a number of tedious experiments and for much practical help in carrying out this work Mr. Denman Fuller wishes to express his indebtedness to Mr. H. A. Cox, Mr. R. H. Douglas, Mr. A. H. Hewitt and Mr. W. K. Reynolds all of whom have rendered most valuable assistance. — Church Notes.

TELEGRAMS.

MEXICO'S TROUBLE.

REBEL SUCCESS.

Reuter's.
[Service to the "Telegraph."]
London, Received Oct. 10.
Telegrams from Mexico state that the federal commander, Alvarez, has surrendered Torreon to the rebels after four days fighting in which both sides lost heavily. A San Francisco message states that Silla, the constitutionalist commander, executed Alvarez, his staff, and 125 soldiers.

Reported Massacre.

A later message speaks of a great massacre of Spaniards, 175 being slaughtered. Upwards of three hundred British and other foreigners left Torreon by special train a fortnight ago for a place of safety.

THE CHANNEL TUNNEL.

The "Times" Finally Against It.

The Military Correspondent of the Times, in an article reviewing the arguments in favour of a Channel Tunnel, wrote:—

The case for the Channel Tunnel will have to be made a great deal stronger than it is at present before the British public can safely part with the advantages of their insularity, and our military force at home will have to become much more formidable than they are before the undoubtedly risks of this dangerous scheme can be accepted with equanimity.

Thus, however considerable the commercial advantages of the tunnel may appear to be, whether we attribute much or little value to the safeguards at our end of it, and whether we rate the national risk to be great or small, there can be no question that a tunnel will add to our anxieties and will modify the conditions under which the defence of the country will have to be undertaken. Consequently, and until a national Army has been created in England, it would be an act of folly to barter away our insularity, to add fresh dangers to those already confronting us, and to burden ourselves with a land frontier and more Continental responsibilities.

In a leading article the Times of September 15 stated:—

In our opinion the arguments against the proposal are conclusive. The increase in the power and efficiency of our naval armaments can only be regarded relatively; and relatively our position at sea has changed since the time when, some years ago, this scheme was unequivocally rejected by the experts and by national feeling. As regards our military strength we have certainly not improved the position. The supporters of a Channel Tunnel continue, nevertheless, to urge its value in peace and in war, commercially and strategically. Its value from the latter point of view is the more questionable of the two. There is one element of danger that cannot be eliminated, the risk that our end of the tunnel might be surprised. The Committee which inquired into the project in 1882 admitted the inadequacy of all the means of protection that could be devised. Lord Wolsey was emphatic in denying that a surprise of this kind was impossible. What he said then has lost none of its force. Indeed, the naval manoeuvres of this year have amply justified his statement; and the risk of a raid on Dover is one which the nation can never prudently accept until its territorial forces have been organized on a national basis.

If the Navy is unable to hold the Channel in time of war, then the tunnel becomes a positive

TELEGRAMS.

AUSTRALIAN DEFENCE.

STRENGTH OF THE FORCE.

Reuter's.
[Service to the "Telegraph."]
London, Received Oct. 10.
Reuter's correspondent at Melbourne states that the Australian Defence Force totals 240,065, of which 7,788 belong to the navy.

danger; but, if it is certain that we can close the Straits, we may doubt the strategic necessity of the undertaking altogether. Supporters of the proposal estimate highly its value as a rapid means of transit for food supplies from France to England in time of war. It is not certain that France would possess such a surplus as might admit of her rendering us this aid. Undoubtedly a new source of supplies from the East by way of Marseilles and Calais would be welcome; but it must be borne in mind that this presupposes our complete control of the Mediterranean trade-routes. From this point of view also the claims of a tunnel can be exaggerated. Even under the most favourable conditions, it is not to this quarter that we look for provisions. We have a natural advantage in our long sea-board and numerous ports. Even with the increasing power, range, and independence of the submarine, it is inconceivable, while we are in a position to carry on war at all, that any blockade of our coasts should be established in such a way as seriously to affect communications without inexhaustible resources overseas. Indeed, it is difficult to see in what way the existence of a Channel Tunnel would ever be of strategic advantage to this country, however much the conditions of modern warfare may be modified in the future.

On commercial grounds the scheme is perhaps entitled to more sympathy, though even here its drawbacks are considerable. A "dry-land" route to the Continent would certainly create a very large increase in the number of travellers to and from this country. An equally important but less desirable consequence would be the still greater influx of foreign labour into a country in which the problems of alien immigration are already serious enough. Undoubtedly we might look forward with confidence to an increased volume of trade; but manufacturers are by no means agreed that this would be an unmitigated blessing. To some manufacturers the increase of foreign competition would bring ruin, while those who gained would have to face the possibility of an increase of tariffs in other countries. Meanwhile the carrying trade in the Channel would suffer heavily. With all these facts in view, it is hardly surprising that the nation as a whole has declined to exhibit any signs of approval of the project. While our relations with France continue to be most intimate, and while it is impossible to foresee any change of cause in them; yet the tunnel, once constructed, would be permanent, and international agreements are not. Both sides of the Channel must recognize this. If France were to become unfriendly, or if Calais were to be seized by another Power, the tunnel would be worse than useless to this country. Apart from these considerations, the establishment of unbroken communication with Europe would mean to us the loss of the insular position, which guarantees our national sense of security. We cannot afford to lose 1-32 to 2-5-16; the Company announces a second interim distribution of 6 per cent. Jagers down 1-4 at 4-3-8.

TELEGRAMS.

NAVAL EXPENDITURE.

MR. CHURCHILL SPEAKS OUT.

Reuter's.
[Service to the "Telegraph."]
London, Received Oct. 10.
Mr. Churchill, in the course of his speech at Dundee, referred to Liberal perturbations at the growth of naval expenditure, and said that the times in which we lived required a serious effort.

Making up for Lost Time.
The Government's efforts to check the growth of armaments had failed and they had to make up for lost time in order to reach a position in which the country and the Empire would be beyond danger.

Relations with Germany.
Simultaneously with Britain's naval development the relations with Germany had continually improved until to-day they were on a thoroughly satisfactory basis.

Danger from Panic.
There was much more danger, said Mr. Churchill, of ill-will between nations through panic arising from want of preparation than from a calm assurance of strength.

RUBBER SHARE MARKET.

Messrs Zorn and Leigh-Hunt's Mid-weekly report on the Rubber share market and list of quotations, dated September 10, states:

In the absence of any sensational results from the rubber sales now in progress, the share market has continued to display an idle and drifting tendency. As very active private dealings in the commodity have been in progress during the past week, only about 775 tons are catalogued, although nearly double this quantity at one time seemed likely to come under the hammer. Prices realised so far are about a penny per lb. lower than last time.

While the immediate course of the commodity market is still surrounded with much uncertainty, recent advices indicate that many more manufacturers are now beginning to buy the plantation product in consequence of its relatively low price compared with hard find Para. A steady development of this tendency is to be expected while the big discrepancy between the two products exists; and once manufacturers have adapted their mixings to plantation rubber (ample supplies of which they know can be relied upon in the future) there is very little likelihood of their going back to hard find Para, the supply of which is practically stationary.

When Government departments come to hear of the existence of the rubber planting industry of the British Empire—and the news will in due course penetrate the official mind—the restrictions which have hitherto existed in Admiralty and similar contracts will doubtless be removed, which will mean another important development for the plantation product.

Allagars offer at 2/- and Anglo-Ceylons at 2.15 16. Anglo-Dutch shares have been sold, and the quotation has fallen to 17/1.2. Bandars are wanted around 8/- premium. Baru Javans have been taken up to 3-8 and are still bid, while Batu Caves are enquired for at 10-16. Brooklands are weak, and offer at 2/8. There are sellers of Bukit Kajangs at 1.15-16 and Castlefields have changed at 4.1-32. Ceylon Para are obtainable at 8/-, and Consolidated Malay at 8/3. A line of Ceylon Timars has come on the market and the shares are no better than 1/6. Damansaras have fallen to 3-1.4. Duckwari are wanted at 3/0, but F.M.S. offer of the Insular position, which guarantees our national sense of security. We cannot afford to lose 1-32 to 2-5-16; the Company announces a second interim distribution of 6 per cent. Jagers down 1-4 at 4-3-8.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The Unionist papers have conflicting comments on Mr. Churchill's speech.

The Australian Defence Force now totals 240,065 of whom 7,788 belong to the navy.

Before Home Rule can be fully operative there must be a general election says Mr Churchill.

According to Lloyd's annual report 651 new vessels, with a tonnage of 1,643,250 tons, were registered last year.

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Mr. Winston Churchill addressed at Dundee, denounced the campaign of calumny directed against individual Ministers by the polemists of politics.

The Cabinet at Bukarest, after several hours' deliberation, has decided to take vigorous diplomatic action to prevent the outbreak of a fresh Balkan war.

LOCAL.

The harbour swim was won yesterday by J. C. Finch in the record time of 22 mins. 26 secs.

The election of Yuan Shih-kai as President of the Republic was celebrated by local Chinese to-day.

F.M.S. Rubber Exports.

The export of rubber from Port Swettenham to different places during September, was as follows:—

United Kingdom ... 853.99 tons
Europe ... 98.05 tons
Ceylon ... 43.51 tons
Straits Settlements ... 89.55 tons

Rahman Hydraulic Tin.

A Final Dividend of 10 per cent, making 35 per cent for the year ended June 30, 1913 has been declared, payable to those shareholders whose names appeared on the Register on Sept. 27.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.
Bijon Scenic Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre 9.15 p.m.
Bijon Theatre 9.15 p.m.

Saturday, October 11.
Ordinary Annual General meeting Dairy Farm Co. Ltd.—12.30 p.m.

Saturday, October 25.
"Twelfth Night," Theatre Royal—9.15, p.m.

Tuesday, October 28.
Twelfth Night, Theatre Royal—9.15 p.m.

Thursday, October 30.
"Twelfth Night," Theatre Royal—9.15, p.m.

THIS SPACE TO LET.

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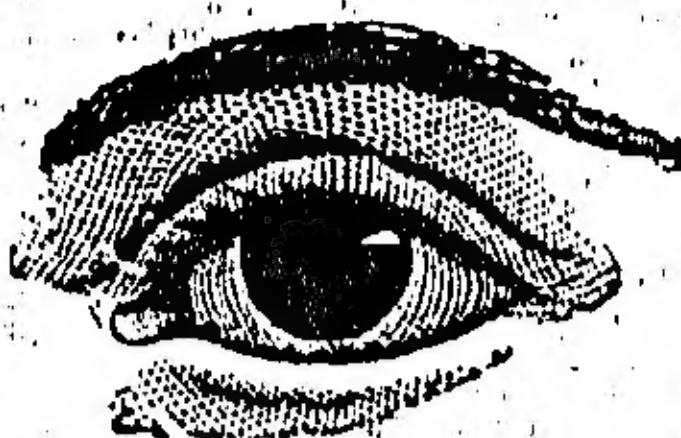
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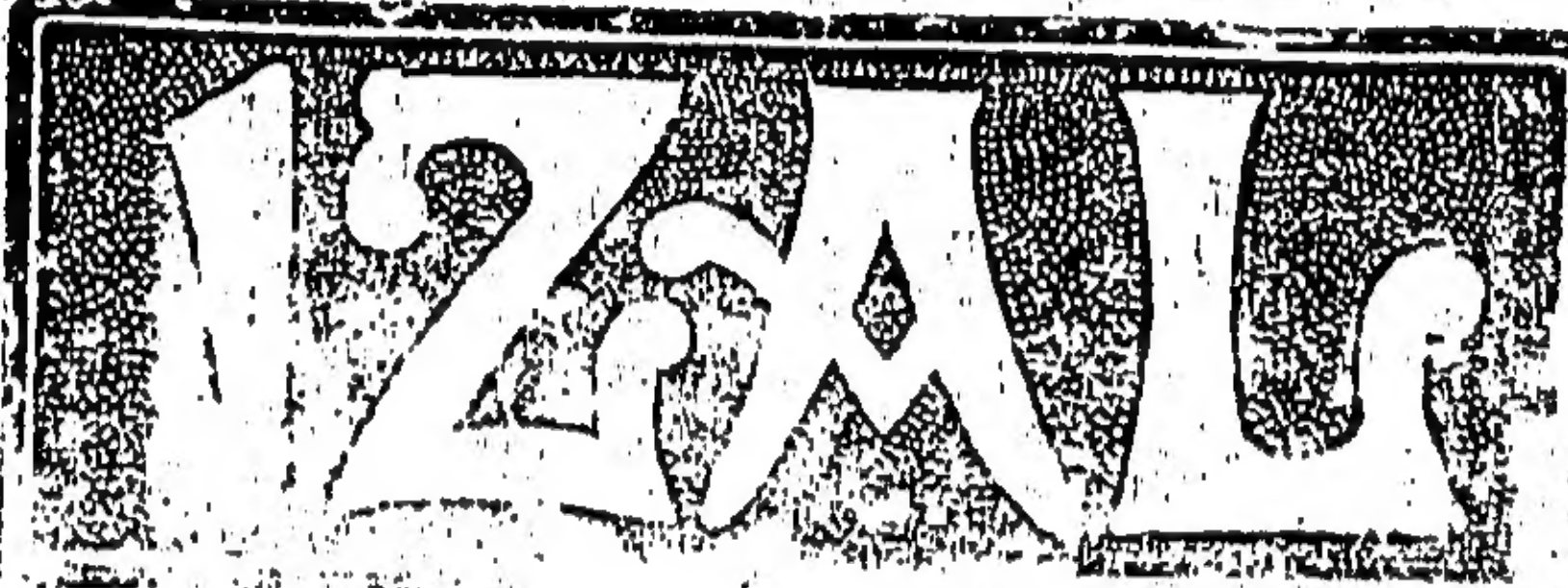
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OUR CONTEMPORARIES.

South China Morning Post.

Hongkong Government and Opium.

While it is unlikely that any remarks we may make on the subject at this hour will have the slightest effect in diverting the Government from the course it proposes to take, a little mild criticism may not be amiss in view of the meeting to be held a fortnight hence. A sum of close on a million dollars (\$993,631 to be exact) is earmarked in the estimate of expenditure for the coming year for the purpose of establishing a Government Opium Monopoly, and this in spite of the fact that the policy of the Home Government is eventually—so soon as possible—to completely abolish the traffic. Could anything be more inconsistent than that a Government which has done, and continues to do, all in its power to suppress the consumption of opium should establish itself as a monopolist with the object of acquiring to itself the huge gains which accrue from what has been described as a vile traffic?

Daily Press.

The Estimates.

The outstanding feature of the Estimates laid before the Legislative Council yesterday, is the enormous increase in expenditure, the Estimates showing an increase of \$2,036,616 over those approved for the current year. As against this, however, the estimates of revenue show a gross increase of \$1,001,000. When we remember the warning given last year by H. E. The Governor to the effect that the financial situation required very careful watching and the exercise of strict economy, the increase of over two millions of dollars in the estimated expenditure for 1914 strikes the reader at first sight as rather alarming, especially when it is recalled that the estimated increase in expenditure for the current year, as compared with 1912, was close upon seven lakhs of dollars. But the main reason of this growing expenditure are pretty well understood and proved by the taxpayers. Large and costly undertakings like the Tytan Tuk Waterworks scheme and the Typhoon Refuge are in progress, and these two undertakings alone are responsible in the Estimates for a total of \$1,040,000, or practically half the total estimates for Public Works Extraordinary, which in the coming year reach the unprecedented total of \$2,130,800. But the largest single item in the Expenditure estimates is one of \$993,631, which is the estimated cost of replacing the Opium Farm system by a Government Opium Monopoly.

China Mail.

Religion and the Stage.

Last month will be notable in the annals of the London stage. It witnessed the performance at ordinary theatres by ordinary actors of a drama based on the Book of Genesis and a farcical comedy or extravaganza associated with the Early Christian Church. Here we have distinct and striking novelties. We have had religious spectacles, moralities, and the like, and in one case at least a dramatized version of the Book of Job. But these productions were either veiled, as pageants or they were produced under special circumstances to limited and selected bodies of spectators. But we are now in the presence of something quite different. Sir Herbert Tree is able to assert that "Joseph and his Brethren" is the first purely Biblical play that has been licensed for public presentation at a London theatre. No such production has ever passed the censorship before; and we may take it for granted that a piece like Mr. Bernard Shaw's "Androcles and the Lion" has never till now been submitted to that august authority.

For a good solid meal a la Carte or Table d'Hôte with Wines & Liqueurs of the Best ALEXANDRA CAFE.

Notices

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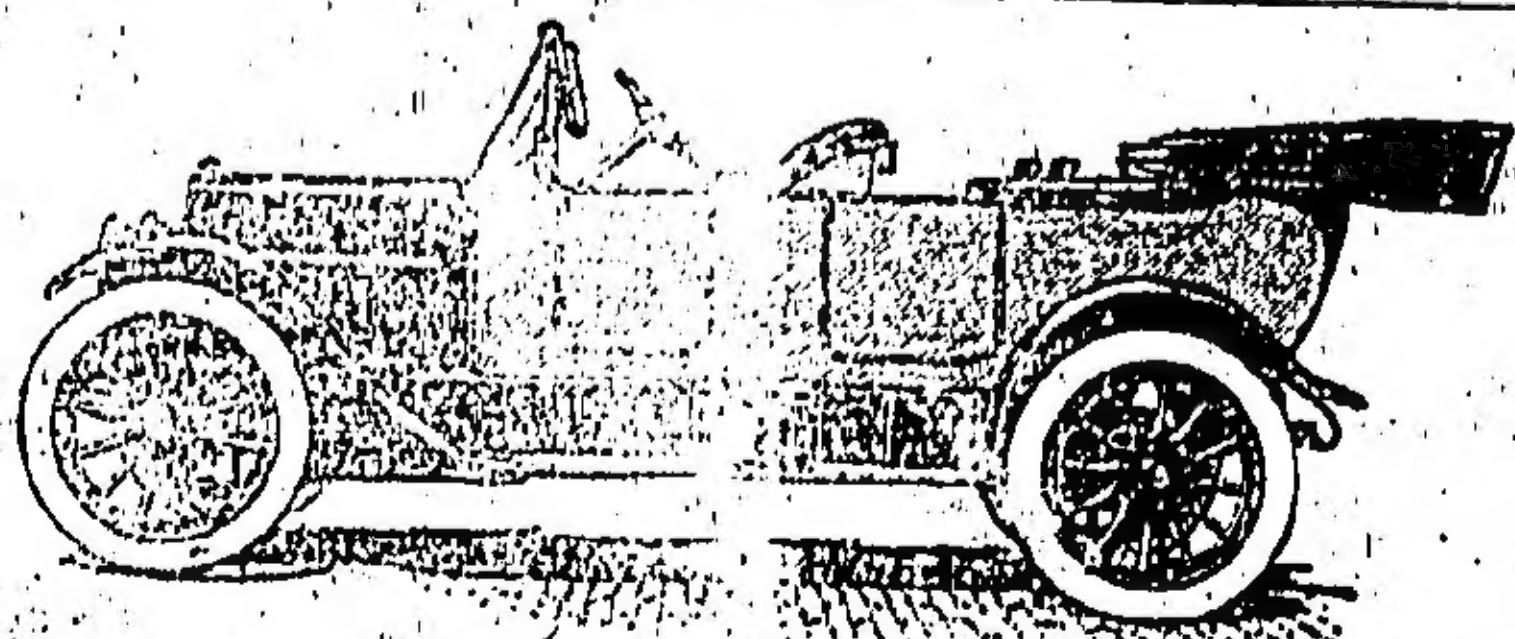
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Hongkong, June 11th, 1913.



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GENERAL NEWS.

D. C. L. I. Off. cr.

The death is announced in the *Times* of Major G. B. M. Rawlinson, late of Duke of Cornwall's Light Infantry, aged 44.

"You are a Liberal."

Mr Havelock Wilson the other day had occasion to call Mr Ben Tillett a liar. The latter retorted: "You are a Liberal."

Had Mr Tillett, been reading "Othello"? The dialogue is reminiscent:—

Brabantio: Thou art a villain.

Iago: You are—a Senator.

Hoxton Market Mission.

An appeal is made by the committee of the Hoxton Market Christian Mission and Ragged School for 14,000 for the rebuilding of the mission premises. Among the donations received is one of £1,000 from a Devonshire lady who desires it to be known as from "A Widow to the Glory of God."

The Repairs to Buckingham Palace.

The Portland stone, facing of Buckingham Palace is proceeding rapidly, and workmen are now well above the second floor windows. There is good prospect of completing the renovation within the specified time. About 250 men are working on the day shift and 150 on the night shift.

All-British Impossible.

The War Office announce that in view of the difficulty in obtaining some of the parts of the magnets in the United Kingdom, the obligation that the magnets to be used in the naval and military aeroplane engine competition for £5,000 next year must be of British manufacture throughout will be waived.

A Duke's Heir.

There is much rejoicing over the birth of a son and heir to the Duke and Duchess of Roxburghe. The happy event took place at Chesterfield House, South Audley-street, London. The duchess, who was Miss May Goelet, was married to the Duke of Roxburghe ten years ago and this is their first child.

Mr C. B. Fry's Future.

The London *Evening News* is informed by Mr C. B. Fry that he has not retired from first-class cricket. Mr Fry, who captained England in the Triangular Test last year, has not taken part in a first-class game this season. Despite rumours, however, his absence from the cricket field is only temporary, and in all probability he will turn out again for Hampshire next year.

Yeomanry Cadet Honoured.

Trooper George Peter Boswell, of the Imperial Cadet Yeomanry (City of London), was presented at the Guildhall by Col. and Alderman Sir Charles C. Wakefield with a gold watch, suitably inscribed, and promoted to the rank of lance-corporal, for having saved the lives of two men and one woman from drowning in the sea at Heacham, Norfolk, on September 1.

Marriage Portions for City Girls.

The Charity Commissioners have sanctioned a scheme for the administration of a bequest made many years ago by Signor Pasquale Favale for the annual bestowal of marriage portions on poor respectable girls born in the City of London. The income of the trust is sufficient to give annually £12 to three women, between the ages of 16 and 25, born in the City, on their marriage. If there are more applicants than three the selection is to be made by lot.

Proposed North London Museum.

A proposal has been made that the old mansion of Clissold Park—only a portion of which is now used—should be utilized as a museum and art gallery. The conference of representatives of the borough councils of Hackney, Islington, and Stoke Newington, which has been formed to consider the matter, state that there is reason to believe that if sufficient offers of exhibits are forthcoming the London County Council, which maintains the Horniman Museum in South London, will favourably consider the proposal for establishing a similar institution in the northern district.

ARMY "PLATOONS."

An Important New Order. A special Army Order, issued from the War Office on September 16 authorizes the adoption, as from October 1, of the four-company organization in battalions of the Foot Guards and Infantry of the Line. The text of the Order is as follows:—

War Office, Sept. 16, 1913.

Organization of an Infantry Battalion. — 1. A four-company organization will be adopted in battalions of the Foot Guards and in all Regular battalions of Infantry of the Line serving at Home or in the Colonies, with effect from October 1, 1913.

2. The non-commissioned officers and men of the machine-gun section, and the personnel, shown in the attached appendices, will be distributed for discipline and administration in peace amongst the four companies, under regulations to be issued later.

3. Each company will be commanded by a mounted major or a mounted captain, with a captain as second in command.

4. A company will be divided into four platoons, each commanded by a subaltern, in so far as the number of subalterns available will allow. When a subaltern is not available to command, his place should be taken by a senior non-commissioned officer, who will usually be the senior non-commissioned officer belonging to the same platoon.

Each platoon will be subdivided under regulations to be issued later.

5. In each company there will be eventually a company sergeant-major and a company quartermaster-sergeant. For the present the duties of these appointments will be carried out by the existing colour-sergeants.

6. The companies will be designated by the letters A, B, C, and D. The platoons will be numbered consecutively throughout the battalion from 1 to 16.

7. Further regulations, and amendments to War Establishments and Peace Establishments will be published in due course.

By command of the Army Council.

E. D. W. WARD.

Commenting on the above the *Times* says:—

The Order shows that the advocates of the four-company battalion have prevailed over those who support the existing eight-company organization, and that the new system is to be introduced next month. The question has divided opinion in the Army more than any other in recent times. Those who have followed the discussion are aware that not only opinion as a whole, but the opinion of our best staff and regimental officers, is greatly divided on this question. There is scarcely an argument advanced by one side or the other that cannot be answered by a counter-argument which, in the opinion of those who give it, completely destroys the case of their opponents. The period of discussion is, however, now closed. The Army Council having decided that the change is to be made, it only remains for infantry officers to support authority, and to make the best they can of the new organization, regardless of whether they consider that the evidence in favour of change is conclusive or not, and regardless also of personal considerations and of the conservative instincts which cause all changes to be viewed askance in the Army and in every part of it.

The real question is whether the change will produce a more efficient fighting instrument for modern battle; and, if this question can be answered decisively in the affirmative peace considerations and administrative convenience sink into second place. The advocates of change point out that a battalion commander exercises more effective control if he has only to deal with four companies, each commanded by a mounted officer of senior rank; than if he had to control eight companies, commanded by officers on foot. In reconnaissance and in outpost and detached duties the advantage of the additional mounted officers will also be considerable, and will spare men on foot much unnecessary fatigue. As for the Company itself, once it is extended, and in action, its commander can only influence it by means of the

reserve which he retains under his own hand in rear, and, whether the company is 100, 200, or 250 strong, he cannot personally control the whole under fire. He should be able to feed the firing line more effectively with the larger company; intercommunication will be more easily carried on; the supply of ammunition can perhaps be better regulated; and with strong companies there is more chance of a strong firing line, and less risk of that scattered and ineffective fighting to which our infantry is somewhat prone. There is a better chance, on the whole, that the battalion will be more effective as a fighting instrument with four companies than with eight. Both in peace and war the advantages of the change should make themselves felt.

So far as training is concerned, the double company system has been successfully introduced in home commands, and enables these units to be more efficiently schooled in field service. It seems better that we should not continue to apply one system to peace training and another to war; and many officers who dislike the new change will comfort themselves by the reflection that it is just as well that this question should be finally settled and that half measures should end.

THE "KNOCK OUT"

Boxing to hand by this mail has some remarks on the knock-out with reference to a recent fatality at Liverpool. It suggests that the "knock-out" should be called the "count out" so that ignorant jurymen should not get a false idea of the brutality of boxing. In the course of their article it answers our correspondent "A.E.P." by showing that man may be K.O.-ed (or rather C.O.-ed) and yet win, although this could only be done with an indifferent referee.

One can perhaps hardly feel surprise, says our contemporary, at the woful ignorance of the rules of the game which abounds on every side when one notes the confession of some old and experienced referees. One of these the other day, in detailing his impressions of a contest, solemnly asserted that that he first warned both men that they were boxing under N.S.C. rules, and then asked them whether they wanted "a clean break." What could he have meant if he didn't mean to confess that he didn't understand the N.S.C. rules? He can certainly have never read them with any approach to carefulness, or he could not help being fully aware that that wonderful thing, "the clean break," is neither recognized nor comprehended by the N.S.C. rulers.

Had he been able to grasp this fact, he might also have been able to go further and to grasp that other fact of which so many persons would appear to be ignorant—viz, that the "knock out" isn't recognised either by the N.S.C. The rules are very clear on this point. Rule 5, after explaining the system of calculating points and going down, etc., continues, "a contestant failing to continue the contest at the expiration of 10 seconds shall not be awarded any marks for that round, and the contest shall then terminate. The referee shall decide all contests in favour of the contestant who obtains the greatest number of marks."

There you have it, plainly and simply. No mention of the knock out in any shape or form. It simply isn't recognised. The contest ceases, simply because the committee, being sensible people, felt that they had to adopt some method of deciding when a man had had enough, or had been so outclassed as to render his chances hopeless. They had also to set up a standard which would be easily recognised by referees, spectators, and boxers alike. And on the assumption that if a man did not rise unassisted within ten seconds, he must consequently have been badly shaken, they set up a liberal standard. The boxer knows, or should know that no matter how well he may have done in the final round, his failure to continue within the ten

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seconds will deprive him of all points for the round, while his opponent will capture five.

If anyone of average intelligence and powers of observation had taken the trouble to watch any contest closely, when a C.O. (late K.O.) occurs, as will scarcely fail to recall that the winner was doing things most of the time. His exhibition may perhaps have been less spectacular than the loser's, but he has, nevertheless, been at work, striving hard to reduce his adversary's strength and stamina. He will, in most cases, have been manoeuvring for a position, in which he could hand over the decisive attack which has gathered five points to his credit and deprived his c.o. opponent of any at all for that concluding session, and is consequently entitled to full credit for his subtle strategy.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, OCTOBER 10, 1913.

DRIFTING TOWARDS A CATASTROPHE.

Mr. Churchill's speech at Dundee, the gist of which will be found in our telegram columns to-day, following hard upon speeches by Unionist leaders, makes it fairly clear that there is little prospect of a conference on Home Rule. Mr. Churchill, of course, admits that the bill is not unalterable, but he also makes it pretty clear that the Government is not likely to alter it very materially. It would be an ill day, he said, when a Government was weak and cowardly enough to succumb to the violence of any section of the community. That means that the Government has no intention of giving way. Neither side, as a matter of fact, finds itself able to enter a conference except with reservations which make even temporary, far less lasting, agreement possible.

The nearest approach to holding out the olive branch, on the part of the Ministerialists, was when Mr. Ellis Griffith, some weeks ago, made tentative proposals towards arriving at an agreement. But even he insisted upon "a Parliament, or Assembly, or Council, representing and entitled to voice the views of Ireland as a whole." On the other hand we have Sir Edward Carson quite willing to confer upon the matter of Government of Ireland. He is even anxious for such a conference, but only on the basis that under no circumstances whatever will Ulster surrender a fraction of her right to be governed by the Imperial Parliament or by an Executive responsible to it. Equally, Mr. Redmond, who has been singularly quiet throughout all the recent turmoil, has declared very plainly that he would rather not have Home Rule at all than Home Rule with Ireland left out. With such divergent views as these obtaining, it seems impossible to find a basis from which efforts at conciliation can start.

Lord Loreburn's letter, to which we have made reference more than once before, has, so far as its purpose of securing a conference is concerned, proved a failure. But it has effected at least this: it has shown that certain Ministerialists would be heartily glad if the problem of Ireland could be solved by consent. It has not, however, persuaded the Government that there may be a solution other than its own, or the Ulsterman that they may submit to Dublin until they are forced, by arms if necessary, into doing so. In these circumstances it is perhaps almost idle to hope that serious trouble can be averted. Yet it seems impossible to believe that "the Prime Minister, conscious of the extreme gravity of the situation, will force the measure into operation without first securing the verdict of the people. It seems clear enough now that the two alternatives are dissolution and civil war, and it is hard to avoid cherishing the hope, faint though it be, that a responsible minister, face to face with such a catastrophe as lies immediately ahead, will shrink from doing what is his plain duty.

The Estimates for 1914.

The estimates for 1914, which were laid before the legislative Council yesterday, are notable for an increased expenditure of just over two million of dollars which is not quite met by an estimated increase in revenue of under two million dollars. Since the Government has several big schemes on hand the estimate for Public Works Extraordinary amounts to no less \$2,130,800, and there other items which have helped to swell the coming expenditure. But there is one item which cannot be passed without remark; that is the defence contribution to the Imperial Government which will amount next year to \$1,597,646, an increase of no less than \$250,194. It may seem like flogging a dead horse to refer again to the ridiculous basis on which this contribution is calculated, but there is no help for it.

The Defence Contribution.

The more the Colony has to spend on its administrative business, the greater becomes its contribution to the army. It matters nothing that the cost of protection has not risen by a dollar; it matters nothing that the more the Government has to spend on works that are imperative the less able is it to afford an increased military contribution; the blunt fact stands that, as its expenditure increases, so does the army contribution mount up automatically. To remark this is to remark nothing new, of course. The matter has been discussed time and again and the unfairness of the basis of contribution is generally admitted. But no effort, it would appear, has been made to mend matters and to place them on a more equitable footing. It is just possible, however, that an increase of over a quarter of a million will awaken the members of the Legislative Council of the need for rousing themselves. If they can contemplate with equanimity such an increase, knowing that it is wholly unnecessary, they must be curiously constituted.

HOME FOOTBALL.

Results of football league matches played at home on September 20 are as follows:—
First League.

Blackburn 6, Middlesbrough 0.
Sunderland 2, Aston Villa 0.
Sheffield Wednesday 2, Preston 1.

Oldham 3, Tottenham 0.
Bradford City 2, Sheffield United 1.

Liverpool 2, Everton 1.
Bolton 0, Burnley 0.
West Bromwich 1, Newcastle U. 1.

Manchester U. 2, Chelsea 0.
Derby 2, Manchester City 1.

Second League.
Bury 1, Blackpool 0.
Lincoln City 3, Huddersfield 0.
Lincoln 2, Notts Forest 0.
Clapton 1, Stockport Country 1.

Arsenal 0, Hull City 0.
Fulham 1, Glossop 0.
Bristol City 1, Notts County 1.

Birmingham 1, Leicester F. C. 0.
Grimsby Town 1, Wolves 1.
Leeds City 5, Bradford 1.

Southern League.
Reading 1, Cardiff 0.
Portsmouth 2, Watford 0.
Northants 2, Queens P. R. 2.

West Ham 3, Merthyr 1.
Coventry 1, Millwall 1.
Calace 3, Exeter 0.

Norwich 1, Bristol Rovers 1.
Gillingham 4, Southend 2.
Swindon 2, Southampton 1.

LOCAL SPORT.

Hongkong Football Association.

An extraordinary general meeting of the Hongkong Football Association was held yesterday evening at the offices of Messrs. Shaw, Tomes and Co., when Mr. R. Hancock presiding there were also present, Messrs. A. S. Ellis, Hon. secretary and treasurer, H. J. Jones H.K.F.C., F. W. Easer, H.K.F.A., Sergt. Heygate D.C.L.I., Sergt. Wilson R.G.A., Bomb. Woods R.G.A., Sergt. Cambridge R.G.A.

The business before the meeting was the consideration of draft rules for the League. The proposed rules were submitted and after several minor amendments were made the same were adopted.

DAY BY DAY.

POVERTY MAY BE NO CRIME, BUT IT IS GENERALLY PUNISHED BY HARD LABOUR.

The Mails.

Siberian Mail.—Left per s.s. China to-day at 10 a.m.

French Mail.—Due per s.s. Atlantic to-morrow.

English Mail.—Closes per s.s. China at 11 a.m. to-morrow.

Sent to Hospital.

A Chinese has been sent to the hospital suffering from injuries alleged to have been inflicted by a man now in custody.

Back Again.

At the Police Court, this morning Mr. Wood sentenced a woman to three months imprisonment for returning after being banished.

Raub Output.

Messrs. Wright and Hornby inform us that they are in receipt of a cable from Singapore stating that the Raub output for the past four weeks is 1,017 ozs. gold.

A Common Offence.

A fine of \$250 was imposed by Mr. Wood, on a man charged at the Police Court, this morning with being in unlawful possession of arms and ammunition.

European's Loss.

Mr. George Hogg, 18, the Peak, has reported to the police that sometime on the 9th, inst., some person stole from the hall of his house, a silver card tray, valued \$15.

Showcase Broken Into.

A Chinese goldsmith of 16, Lyndhurst Terrace, has informed the police that some person has stolen from his showcase, a pair of gold bangles and three silver umbrella handles valued at \$100.

Nothing Like Leather.

Mr. Wood, at the Police Court, this morning, sentenced a man charged by Inspector Macdonald, with stealing a quantity of leather, to fourteen days imprisonment and four hours' stocks.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Lowe Bingham and Matthews, \$25.

Peak Lady's Silver Stolen.

Mrs. Hancock, 100, the Peak, reports that during the week someone stole from her sitting room a silver cigarette case, and a silver photo-frame and photo, valued at \$44.

Harbour Collision.

The master of a cargo boat No. 2,278 reports to the police that about nine o'clock on the evening of the 9th inst., whilst sailing off Blackhead's Point, a fishing junk collided with his boat, and damaged it to the extent of \$80. Fortunately no lives were lost.

Theft from 'Aki Maru'.

The Nippon Yusen Kaisha reports to the police that whilst the s.s. Aki Maru was landing at the Kowloon wharf on the 8th, inst., a suit of clothes was stolen, and in the suit were Japanese notes to the value of 130 yen, and other articles.

Nicely Caught.

Before Mr. Hazeland, at the Police Court, this morning, Inspector Mc Hardy charged a Chinese with breaking into 251, Queen's Road East, and stealing property valued at \$43. The man was sent to goal for six months. All the property has been recovered.

The Missing Bundle.

A Chinese married woman has informed the police that whilst travelling on the Yau-mai ferry, she left a bundle for a moment, and when she returned she found it was missing. The bundle, she says, contained \$4 in money, and clothing and jewellery to the value of \$36.

Shell Transport and Trading Co. Ltd.

We are informed that a cable has been received from London under date of October 6 that the Shell Transport and Trading Co., Ltd. are making an issue of ordinary shares one in ten in accordance with Shareholders' holdings payable in full \$3.0.0., preference shares one in three immediately payable \$10.0.0. Instalments \$10.1.0.

THE HARBOUR SWIM.

Finch Wins in Record Time.

There was a fairly strong wind blowing last evening, when the Harbour Swim, held under the auspices of the China Mail was held for the eighth year. The harbour, at least the stretch between the V.R.C. and the Police Pier, Kowloon, appeared particularly animated with steam launches, row boats, and other craft, laden with persons of both sexes anxious to see this very trying race. The wall in front of Messrs. Butterfield and Swire's formed a stand for a vast throng of spectators, whilst all the available space in the Club, from which the finish of the race could be witnessed, was taken advantage of.

Lamps Ready if Wanted.

By Murray Pier could be seen a coterie of Indians with lamps, provisions etc. that mystified many of those who knew little about the race, other than the fact that it was about to take place. These sons of the East were there in readiness to shout home their two fellow countrymen, who had pitted themselves against the rest of the swimmers of Hong Kong for this aquatic event. The provisions were for the creature comforts of the men, whilst the lamps were brought in case it were necessary after dusk to go out and pick one of them up.

European soldiers were present in row boats for assisting their comrades if necessary, and the civilians had friends in motor boats and launches.

Twelve Competitors.

Twelve competitors answered the word "go," and they were Messrs. P. V. Bradley, E. L. Braga, R. A. Carvalho, A. A. Olaxton, C. J. Cooke, Pte Cussell D.C.L.I., J. C. Finch, Cpl. Johnson A. O. C., R. Lee, L. C. R. Souza, Sepoy Mangal Singh and Sepoy Hamchal, 25th, Panjabis.

Immediately the men entered the water Olaxton made directly east, in fact rather too directly east, for, when the time came to get in line for the run home, he had not the current he anticipated to assist him. Cooke, Finch and Souza, with Mangal Singh made the running, and ere one hundred yards had been covered, Bradley was hopelessly out of the race, and was swimming a slow breast stroke whilst others were busy with speedy trudgeon and crawl. Sepoy Hamchal kept fairly well up with the leaders until half way across when he fell well back.

A Thoughtless Incident.

Finch by this time had established a fifty yards lead, and Cooke, his neighbour, was going well after him stroke for stroke. Here an unfortunate and rather thoughtless incident occurred. As Finch was approaching the first buoy, a yacht crossed deliberately in front of him, and then through the lines past Cooke, and Mangal Singh. The people in the launches outside the course called out their disapproval of such an action, as, apart from it being unfair to the swimmers, it showed decided lack of taste.

However, Finch had so great a lead that he had nothing to fear. All the time he had Cooke well measured, whilst Olaxton was so far behind and so much out of line that Finch had nothing to fear from him. On Finch went until he had secured the victory he so well deserved. As he neared the club there was a wild outburst of cheering, and when he touched the wall it was a signal for a similar outburst. Cooke as the second was also loudly cheered, and the demonstration in favour of Cussell, and Olaxton, third and fourth, was equally as great. The Indian Mangal Singh, was also loudly cheered although he finished sixth. The time was: Finch 22 mins. 26 secs. Cooke 25 mins. 22 Secs.

R. Lee was fifth, Mangal Singh sixth, Cpl. Johnson seventh, L.O.R. Souza eighth, and Bradley last.

Mrs. Rodger afterwards presented the prizes to the winners, and she was presented with a beautiful silver flower stand and flowers by Mr. Bryson of the China Mail.

Mr. Logan spoke of the interest taken by the China Mail in the Harbour Swim, and said he hoped it would long continue.

Previous Results.

Previous results in the race are:—
1906 Gr. R. Brotherton, R.G.A. ... 27.42 4/5
1907 A. E. Thomas, H.M.S. Tamar ... 28.50 4/5
1908 A. E. Thomas, H.M.S. Tamar ... 26.
1909 C. J. Cooke, Hongkong ... 20.26 2/5
1910 T. Logan, Hongkong ... 26.58 2/5
1911 T. Logan, Hongkong ... 33.16 2/5
1912 Br. Nutty, R.G.A. 34.08 2/5

OPIUM STOCKS CASE.

Charge of being Deficient in Stocks.

At noon, yesterday Detective Knight, arrested Ivor Gourgey, who carries on business, at 10, Ice House Street, on a charge of being deficient in his opium stocks according to his permit for the storing of raw opium. The defendant was allowed out in bail of \$5,000, yesterday.

At the Police Court, this morning, Gourgey appeared before Mr. Wood, when he was represented by Mr. Shenton, of Messrs. Deacon, Looker, Deacon and Harston.

The case when first called on was adjourned so that Mr. Hutchison, Superintendent of Imports and Exports, could attend.

Mr. Shenton later said he did not know that the Court need wait for Mr. Hutchison as he was waiting for a formal remand in any case.

His Worship said he would rather the case should over, as he did not like to proceed without Mr. Hutchison.

At ten o'clock Mr. Hutchison had not arrived, and Mr. Shenton said he could not wait any longer for Mr. Hutchison as he had to be at the Summary Court at ten o'clock.

His Worship:—Can you come later in the morning.

Mr. Shenton:—Yes I am, before your Worship at twelve o'clock.

His Worship:—Very well, twelve o'clock.

At 10.15 Mr. Hutchison put in an appearance and said he understood that his Worship wanted to see him.

His Worship:—Well, there is a case standing in your name.

Mr. Hutchison:—Yes, your Worship, but I understood it is merely a formal remand.

His Worship:—Are you prepared to go on?

Mr. Hutchison:—Yes, after that, your Worship, but not today as the Crown Solicitor is appearing.

His Worship:—Friday the 17th.

The case was therefore remanded.

POSTAGE STAMPS.

The stocks of postage stamps of the old Imperial dragon design, which, as a temporary expedient were surcharged "Chung Hwa Min Kuo," being now nearly exhausted, the Postal Administration of the Chinese Government is issuing Republican stamps of a new design, the various denominations of which will shortly be placed on sale at each Post Office as the equivalent denominations of the old issue are used up. Any denomination of the new Republican issue will be supplied, however, if specially asked for.

The new issue comprises 19 denominations of ordinary postage stamps and eight denominations of postage-due stamps. The values and designs are as follows:—

Ordinary Postage Stamps.—Junk design: 1 and 1 cent. 2, 3, 4, 5, 6, 7, 8, and 10 cents; Reeper design: 15, 16, 20, 30, and 50 cents; Arch design: \$1, \$2, \$5, and \$10.

Postage-Due Stamps.—A new design (all blue): 1 and 1 cent, 2, 4, 5, 10, 20, and 30 cents.

A DAY OF REJOICING.

Hongkong Chinese Celebrate Election of President

In their usual fashion the Chinese community made to-day a day of rejoicing to celebrate the election of Yuan Shih K'ai to the Presidency of the Chinese Republic. The day was to have been regarded as a holiday in any event but the announcement of His Excellency the Officer Administering the Government that the Powers would also accord recognition to the Republic to-day proved most auspicious and gave cause for further rejoicing. Business houses, at least those Chinese houses where a keen interest has always been taken in affairs Chinese, and where the residence in a foreign settlement has not dimmed the patriotism of the native, business was entirely suspended and in many others some sort of compromise was come to whereby the day was recognised by some cessation of labour.

The streets were decorated with the now familiar five coloured ensign and so thick were they that whole streets seemed one blaze of colour, more particularly did the streets in the Chinese quarters present a brilliant spectacle. From the Central Market onward the amount of bunting displayed was almost dazzling in the bright sunlight. In most cases it was merely the republican flag that was used, while other decorators showed more cosmopolitan taste using any flag that came handy, and flying them in streams from the tops of the houses.

Flying the Union Jack.

When the Chinese pay a compliment it is always graceful and to-day many a house flew the Union Jack or the red ensign side by side with their own. It was indeed a pretty act and was to be noticed in many quarters of the town. Naturally, the fact that many were keeping the day as a holiday drew crowds out of doors and the thoroughfares were thronged with Chinese holiday makers.

Of course the need was recognised for something besides the decoration of houses to mark the day, and permission was obtained from the authorities to fire crackers from noon until one o'clock.

Shortly after noon, when the salute had been fired, a regular fusillade of crackers broke out in all quarters. Des Voeur Road looked as though it was enveloped in a white fog, while the noise, smoke and smell in the narrower streets had to be experienced to be appreciated. In fact the whole affair was not unlike the night when Peking went over to the revolutionaries, though the display of crackers this time did not equal that of the former occasion.

An Unfounded Rumour.

Rumours in the town associated the arrival of the Chinese Government Yacht Kiang Han, which came from Canton, with an arrival of General Lung Cha-kwang, whom rumour had it was to pay his respects to His Excellency the Officer Administering the Government. Such however, was not the case, General Lung did not arrive. The presence of the Kiang Han is explained in this manner: General Lung, according to a Canton telegram, despatched the Kiang Han to Hongkong to receive the salute accorded by the Government in recognition of the Republic. Originally, the gunboats Hoi Yung and Kwong Hoi were to have come, but the latter had trouble in her engine room and was unable to sail.

Mr. Punch and the King.

Mr. Raven Hill's cartoon in Punch is a protest against the recent and latest attempts to involve the Crown in party politics. It is entitled, "A Dangerous Game," and it represents several young men betting and pushing at a door labelled "The Crown Room." Mr. Punch asks, "What are you up to there?" The chorus of irresponsibles reply, "We want to get at the Crown and play party politics with it," and Mr. Punch rejoins, "You take my advice and move along, or there'll be trouble."

CORROSIVE FLUID.

Chinese Woman Badly Burned.

At the Police Court, this afternoon, before Mr. Wood, Wong Yau, was charged with throwing corrosive fluid or some other destructive substance upon the person of another Chinese woman named Wong Sang on the 15th ult.

Inspector Marison prosecuted, and Mr. Dixon, of Messrs Wilkinson and Grist, defended.

Mr. Brown the Government analyst deposed that two bottles produced contained sulphuric acid and other bottle contained nitric acid. He also found sulphuric acid on the clothing sent to him for examination.

Acting Sergeant Marks said he took the bottles and contents to the Government analyst; they were given him by Inspector Marison.

Inspector Marison said on the 16th September he received the articles from I. S. Page, about eleven o'clock in the morning.

Indian Police, Sergeant Ram Singh said he was on duty after mid-night on the 15th ult. in Upper Station Street, when he heard a whistle blow. He went in the direction from whence the sound came and he saw the complainant holding the defendant. The defendant was trying to get away. He took her to the Station and on the way to the station the defendant repeatedly called out "burn, burn".

By Mr. Dixon: There were about twenty or thirty Chinese on the spot. No mention was made by either the defendant or the complainant about a third woman. The complainant spoke a dialect he did not understand and she might have said something about a third woman; he could not say definitely. He did not see a third woman, nor did he see who blew the whistle.

Dr. Moore deposed to the complainant being admitted to the Government Civil Hospital suffering from burns across her left shoulder and both front and back of the body. She was still under treatment at the hospital. The left ear was also burned. He also examined the defendant. She was suffering from slight fever and a bruise on the right cheek. There were no traces of corrosive fluid on the defendant. The burns on the shoulder of the complainant were such as would be caused by the pouring over her of corrosive fluid.

Chinese constable 171 said about eleven o'clock on the night of the 14th ult. he saw the complainant, defendant and another woman together. The third woman went away. He saw the defendant carrying a bottle, walking in front of two other women. The bottle was wrapped up in a white handkerchief. He saw the third woman carrying two bottles, they were also wrapped up in handkerchiefs. The women went down a lane and he went on his beat. He previously called out to the women asking them: where they were going.

By Mr. Dixon:—He did not follow the women up the lane. The defendant said they were going to cool themselves. The other women did not say anything. After he proceeded on his beat he heard a police whistle blown and he returned.

The case was proceeding as we went to press.

THE IMPERATOR.

The Hamburg-America Line states that the Emperor left Southampton on September 11 for New York with 5,000 passengers, this being the largest number she has yet carried.

The structural alterations which were required to be about to be made in the vessel were never contemplated by her owners. No alterations of any kind whatever will be made, but from November to January the Emperor will be barbed for an annual overhaul. The company considers the Emperor to be the most successful vessel it possesses as from the financial and every other point of view.

FOR CHRISTMAS.

How to Choose and Send Presents Home without Worry.

A present from China is much appreciated at Home, and nothing more so than some delicacy which will stand the journey. The Hongkong Parcel Express and Storage Co., recognising this, have instituted a fine scheme for having things sent Home, in time for Christmas, without trouble to the sender. The trouble of selecting a suitable present is often great, and the packing is a worry in many cases. But all this is saved for the sender by the company in question. It offers Hankow tea, cumquat, chow-chow and preserved ginger made up ready for despatch. The prices are reasonable, the quality good, and one payment covers everything. The purchaser merely gives his order and the rest is done for him. One payment includes all custom duties and charges, and free delivery to any town in Great Britain. Special Rates will be quoted on application for other parts of the world. The scheme is one that should meet with popular favour and readers could do worse than give it a trial.

SIMPLE OR NOT?

Doctor Sued for a Thousand Dollars.

The action was mentioned in the Summary Court to-day, before the Puisne Judge, Mr. Justice Kemp, the action was mentioned in which Karoline Antonie Aleuberg sued Dr. Laden for a thousand dollars.

Mr. Jackson (Messrs Johnson, Stokes and Master) appeared for plaintiff and Mr. Mason (Mr. F. X. D'Almada) was for defendant.

Mr. Jackson: This is a very simple claim. The defendant in this case is a Chinese dentist practising in Queen's Road Central, and he, as we allege, negligently treated the plaintiff.

Mr. Mason: It is a charge of negligence against a professional man; I think it is a case for pleadings. It is not so simple as my friend wishes it to appear.

Mr. Jackson: I think it will appear very simple.

Mr. Mason: I think not.

His Lordship intimated that he would not allow pleadings.

Mr. Mason: Well, will your Lordship make an order for particulars?

His Lordship: Yes.

Mr. Jackson: Will your Lordship fix a date?

Mr. Mason: I think it had better go over for a week if particulars are ordered.

Mr. Jackson: There are two cases—there is a cross-claim; he claims for his services now.

The case was adjourned for a week.

UNCLAIMED TELEGRAMS.

Eastern Extension Office.

Bhankharia, Bombay.
Chinhao, Shanghai.
Esuka, Telokansan.
Funkee, Singapore.
Jogouid, Shanghai.
Kawabata, Thursday Island.
Kwongyuen, Peking.
Morris Flex, New York.
Ossorio, Manila.
Sarnian, Cheseo.
Senghing, Saigon.
Lanwhuban, Peking.
Solweig, Bergen.
Sonsen, Bangkok.
Soygit, Habana.
Suplye, Singapore.
Tak Tai Kan Yu Tong, Hongkong.

Great Northern Telegraph Company.

Ohne Cheong Tai Hao 270
Mempai Sanying Poon, Miji.
Chongsiang, Koba.
Gotoh, Osaka.
Inishiyama, Swatow.
Kawai care of Matsubara Hotel, S. Arabia.

Kwongtaichong, Soerakarta.
Nishiyama, Kyoto.
Tin Oie, Haiphong.
Whongchong, Shanghai.
Verdeille Astor House, Amoy.
3889 5288, Shanghai.
1311 5288, Amoy.
3482 6008, Shanghai.
0080 1795 5287 10 5459
1342 6306, Tokio.
1120 6870 2439 3139, Peking.

TYPHOON WARNINGS.

The Telegram mentioned below was received by the American Consulate General, Hongkong, from the Manila Observatory at 5.4 p.m. yesterday:—

Cyclone or Typhoon—E. of Southern Luzon direction unknown.

The following telegram was received from the Manila Observatory at 1.15 p.m. to-day:—

Cyclone or Typhoon E. of Luzon, more than 300 miles distant. Moving W. N. W.

Ancient Water Pipes.

In the course of excavations now in progress on the northern side of Oxford-street several hollow tree-trunks have been unearthed, which served for the conveyance of water long before iron pipes were so employed.

The Curfew Bell.

The ringing of curfew on the great bell in the old Guild Tower at Stratford-on-Avon was resumed on September 11, and the matin bell was also rung at 6 o'clock on the following morning. In Shakespeare's time this bell summoned the scholars to the ancient school, held in the adjoining building, which had received a new charter from King Edward VI.

Large Derrick Crane.

What is described as the largest electrical derrick crane yet erected for constructional work has been manufactured by Messrs. Butlers Brothers and Co., of Glasgow. The jib of this crane is 135ft. in length, and the apparatus as a whole is capable of lifting ten tons at a radius of 110ft. or five tons at a radius of 125ft. The crane is of the single motor design. It is to be erected on a staging on the site of the London Country Council's new hall at Westminster.

To-day's Advertisements

BOXING.

Programme of a Boxing Tournament to be held at the CITY HALL, HONGKONG, SATURDAY, 18th OCTOBER, 1913, AT 9 P.M. SHARP.

15 Round Contest.
For the Feather-weight Championship of the Garrison.
CORPL. COOK (D.C.L.I.)
Ex-Champion of Bermuda and S. Africa.

PTE. SMITH (D.C.L.I.)
Champion of the Garrison.
10 Round Contest.
For the Welter-weight Championship of the Orient.
Sky Kerrison (Hongkong) (Holder).

Sapper Miles (Hongkong) (Challenger).

10 Round Contest.
For the Amateur Feather-weight of the Orient.
Mr. Mahers (Hongkong) (Holder).

Mr. Clifford (Kowloon) (Challenger).

6 Round Contest.
Light-weight.
Bombardier McArdle (R.G.A.)

Terry Lynch (Manila)
6 Round Contest.
For the Feather-Championship of Hongkong (Chinese).
W. T. Sung (Wanchai)

Leung Ping Kee (West Point)
Booking at MOUTRIE'S.
Ringside Seats \$5. Other Seats \$3, \$2 & \$1.

Soldiers' and Sailors' half price to \$2.00 Seats.
F. E. HALL, Promoter.

DAIRY FARM NEWS.

FRESH MILK

No careful mother can afford to use any but Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk. The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:—Good, Clean & Wholesome Milk.

THE WEEKLY TELEGRAPH.

CONTAINS ALL THE NEWS.

The most complete Mail Supplement in the Colony.

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at Home. The photograph this week is entitled, The Peak "Chung Yung" according on High Festival October 8, 1913.

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To-day's Advertisements

KOWLOON CANTON RAILWAY.

(British Section).

NOTICE.

NOTICE is hereby given that an additional train will leave Kowloon for Sheung Shui (Fungling Golf Links) at 8.35 a.m. on Monday, the 13th October, 1913, calling at Taiipo at 9 a.m. and arriving Sheung Shui at 9.12 a.m.

By order,
H. P. WINSLOW,
Manager.
Kowloon, 10th October, 1913.

THE AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship
"CITY OF BARODA,"

Captain E. Mason, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on Thursday, 16th inst., at 10 a.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rest.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN TOMES & Co.
Agents.
Hongkong, 9th October, 1913.

To-day's Advertisements

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

NOTICE is hereby given that all FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on MONDAY 13th October, 1913.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 10th Oct., 1913.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

NOTICE is hereby given that all MARINE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on MONDAY 13th October, 1913.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 10th Oct., 1913.

THE CHINA LIGHT AND POWER CO., LTD.

THE TWELFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Buildings No. 6 Connaught Road, Victoria, on SATURDAY 18th October 1913 at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st July, 1913 and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 15th until SATURDAY, 18th October 1913, both days inclusive.

SHEWAN TOMES & Co.
General Managers.

MACKINTOSH

& CO., LTD.

"MEN'S WEAR SPECIALISTS."



SOFT FRONTED
SHIRTS - - -

FROM
TASTEFUL \$3.00
DESIGNS EACH.

MACKINTOSH & Co., LTD. 16, DES VOEUX ROAD.

WILLIAM POWELL, LTD.

TELEPHONE 846

NEW FOOTWEAR FOR

LADIES

SMART SPECIAL EVERY
ATTRACTIVE PRICES POSSIBLE
STYLES. FITTING.

The Pick of Elegant Models.

J. ULLMANN & COMPANY.

We are the BEST Jewellers and also have the BEST Cut Glass, and Fancy Goods of all varieties.

Queen's Road, (Corner of Flower Street).

THE ANDERSON MUSIC CO.

(CARRYING ON THE BUSINESS OF MESSRS. LANE

CRAWFORD & CO.'S LATE PIANO AND

MUSIC DEPARTMENT)

NOW OPEN

We invite inspection of our MAGNIFICENT NEW STOCK OF PIANOS, MUSIC, Etc.

Convenient Terms Arranged.

6, DES VOEUX ROAD, CENTRAL,

(TELEPHONE No. 1322.)

MARTELL'S BRANDIES.

The Firm of MARTELL & Co.



was founded, in 1715 and from that date up to the present time they have always shipped the finest pure Grape Brandy from the Cognac District. The Medical Profession recommends these Brandy as invaluable in cases of illness.



SOLE AGENTS

GANDE, PRICE & CO., LTD.

Wine Merchants.

6, Queen's Road Central, Hongkong.

TELEPHONE No. 138

Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Japan 2nd Oct.	Allan Line 20th Nov.
Empress of Russia 5th Nov.	Empress of Britain 27th Nov.
Empress of India 9th Nov.	Allan Line 19th Dec.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA," are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port, £85.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTREAL," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Paddar Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS:

EASTWARD.

S.S. "Apcar" 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, KOBE and MOJI on 10th inst. at daylight.

S.S. "Thongwa," 6,238 tons, Capt. Robins, will be despatched to YOKOHAMA, KOBE and MOJI on 12th inst. at daylight.

WESTWARD.

S.S. "Jelunga," 5,206 tons, Capt. Sullivan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th inst.

S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched as above on 15th inst.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.
Agents

Hongkong, Oct. 9th, 1913.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
Friday, 10th October.

10.00 p.m. "Fatshan," 5.00 p.m. "Kinshan,"
Saturday, 11th October.

8.00 a.m. "Honam," 8.00 a.m. "Heungshan,"
10.00 p.m. "Heungshan," 5.00 p.m. "Fatshan,"

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers. Call No. 775.

HONGKONG-MACAO LINE.

S.S. "Sui Tai," Tons 1651. S.S. "Sui An," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 12th October.

The Company's Steamship,

"Sui An."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "Hoi-Sang" 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of
Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.,
CANTON-WUCHOW LINE.

S.S. "Sainam" 588 Tons, and "Nanning" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Linton" and "Saijui." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY LIMITED.
(HOTEL MANSIONS FIRST FLOOR).
Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Sailing Date.
--------------	-----------------------	---------------

MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said
Katori Maru Capt. Murai T. 20,000 { WEDNES, 22nd Oct. at daylight.
Kamo Maru Capt. Kawara T. 16,000 { WEDNES, 5th Nov. at daylight.

VICTORIA, B.C. and SEATTLE
Shanghai, via Moji, Kobe, Yokohama, and Yokohama
Sanuki Maru Capt. Noma T. 12,500 { TUESDAY, 21st Oct. at noon.
Shidzuoka Maru Capt. Irizawa T. 12,500 { TUES, 4th Nov. at noon.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane
Tango Maru Capt. Tominaga T. 12,500 { WEDNESDAY, 22nd Oct. at noon.
Nikko Maru Capt. Takeda T. 9,600 { WEDNESDAY, 19th Nov. at noon.

CALCUTTA, via Singapore, Penang and Rangoon
Tosa Maru Capt. Sato T. 12,000 { SATURDAY, 18th Oct.
Kawachi Maru Capt. Christiansen T. 12,500 { FRIDAY, 17th Oct.
Mishima Maru Capt. Sommer T. 16,000 { THURS, 3rd Oct. at 11 a.m.

NAGASAKI, Kobe and Yokohama
Nikko Maru Capt. Takeda T. 9,600 { WEDNES, 22nd Oct. at 11 a.m.
Shanghai, Moji and Kobe
Jinsen Maru Capt. Richards T. 5,000 { SATURDAY, 11th Oct.

SHANGHAI, Moji, Kobe & Yokohama
Kirin Maru Capt. Deguchi T. 5,000 { WEDNES, 15th October.
Cargo only.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON—94

FOR EUROPE.
Miyasaki Maru 16000 tons sails Wednesday 28th January.
Kitano " 16000 " " 11th February.
Iyo " 12500 " " 25th " "
Hirano " 16000 " " 11th March.
Katori " 20000 " " 25th " "
Kamo " 16000 " " 8th April.
Kashima " 20000 " " 22nd " "

FOR AMERICA.
Shidzuoka Maru 12500 tons sails Tuesday 27th January.
Tamba " 12500 " " 10th February.
Aki " 12500 " " 24th " "
Sado " 12500 " " 10th March.
Yokohama " 12500 " " 24th " "
Awa " 12500 " " 7th April.
Shidzuoka " 12500 " " 21st " "

For further information apply to
Telephone No. 292.

T. KUSUFOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
-----	-----------	----------

SHANGHAI, YINGCHOW, 11th Oct. at m'night
WEIHAIWEI, CHEFOO, 11th Oct. at m'night
TIENTSIN, KUEICHOW, 13th Oct. at 4 p.m.
MANILA, CEBU & ILO, 14th Oct. at 4 p.m.
SHANGHAI, ANHUI, 16th Oct. at 4 p.m.
SHANGHAI, CHENAN, 18th Oct. at m'night

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australia, New Zealand and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTON" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinua," "Taming" and "Teau." Excellent saloon accommodation and ships; electric fans fitted; extra staterooms on deck aft on "Taming" and "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan," and the S.S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares—Single 30s. return 57s.

For Freight or Passages apply to

Telephone No. 36
Hongkong 10th Oct, 1913.

BUTTERFIELD & SWIRE.
Agents

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Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
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Rubi 4000 J. Miller { Manila Mangarin, TUESDAY, 14th Oct., 4 p.m.
Zalilo 4000 F. S. McMurray { Manila Mangarin, 14th Oct., 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS

Hongkong, 25 Sept. 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Tijpanas, JAVA, 1st half Oct. SHAI, 2nd half Oct.
Tibodas, SHAI, 2nd half Oct. JAVA, 2nd half Oct.
Titaroom, JAVA, 1st half Nov. JAPAN, 1st half Nov.
Tijmanoeck, JAPAN, 1st half Nov. JAVA, 1st half Nov.
Tijini, JAVA, 1st half Nov. SHAI, 1st half Nov.
Tijlatap, SHAI, 2nd half Nov. JAPAN, 2nd half Nov.
Tijmah, JAVA, 2nd half Nov. SHAI, 2nd half Nov.
Tijliwong, SHAI, 2nd half Nov. SHAI, 2nd half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L. For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Yora Building.

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TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration)

Steamer Tons Captain Date of Sailing
S.S. Chiyo Maru 22,000 W.W. Greene Oct. 17, at noon
S.S. Nippon Maru 11,000 A. G. Stevens Nov. 5, "
S.S. Tenyo Maru 22,000 E. Bent Nov. 11, "
S.S. Hongkong Maru 11,000 S. Togo Nov. 28, "

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers Tons Date of Sailing
Anyo Maru 18,500 Wednesday Dec. 3, Noon
Kiyo Maru 17,200 Thurs. Feb. 5, 1914 at noon.

For Further Particulars as to Passage Freight, apply to

S. MORIMOTO, Agent.
KING'S BUILDING, Opposite Blake Pier.

PACIFIC MAIL S.S. CO.

Mongolia Manchuria Korea Siberia
7,000 tons, twin screws, 27,000 tons twin screws, 12,000 tons, twin screws, 24,000 tons, 2 1/2 screws
Also NILE, 11,000 tons, CHINA, 10,000 tons, and PERIA, 9,000 tons.

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Island Sea), Yokohama and Honolulu (via Panama of the Pacific). Through Service via New York to Europe.

Some Features of Service.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

THE COST, to London by this route, with its unrivalled opportunities, is 47/6; return ticket 92/6. To San Francisco via Japan and Honolulu the cost is 44/6. By the above route the cost is 42/6. First Class accommodations are provided for 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311st, 312th, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411st, 412th, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st,

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)
 For Steamship On
 SHANGHAI.....Waisang.....Sat., 11th Oct. at d'light
 MANILA.....Loongsang.....Sat., 11th Oct. at 2 p.m.
 SHANGHAI.....Choysang.....Sun., 12th Oct. at d'light
 SINGAPORE.....Fausang.....Wed., 14th Oct. at 4 p.m.
 YHAMA, Kobe & Moji.....Lovat.....Thurs. 15th Oct. at 2 p.m.
 MANILA.....Yuensang.....Sat., 18th Oct. at 2 p.m.
 SHANGHAI, Kobe & Moji.....Kutsang.....Wed., 22nd Oct. at d'light

Return Tours To Japan (Occupying 24 days)

The steamers "Kutsang," "Namsang," and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lalsang," "Kumsang," "Lovat," "Yatsing," and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang," and "Hongsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

†Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Taiping.

*Taking Cargo on Through Bills of Lading to Kudat Lahad Ditu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamship Date of Sailing.
 LONDON & ANTWERP.....Vestalla.....20th October.
 LONDON & ANTWERP.....Den of Ruthven.....10th Nov.
 LONDON & ANTWERP.....Denbighshire.....20th Nov.

Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA VVER STILE Den of Airline.....14th November.
 TACOMA & PLAND.....Monmouthshire.....12th December
 VICTORIA VVER STILE Monmouthshire.....12th December
 TACOMA & PLAND.....

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN S. YOKOHAMA, KOBÉ, HONGKONG AND RANGOON. EASTWARD.

The S.S. "Fultala," 4154 tons gross, Capt. Chidly, will be despatched for YOKOHAMA, KOBÉ & MOJI at an early date taking cargo and passengers at current rates.

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Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEWRIGHTS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"
 Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

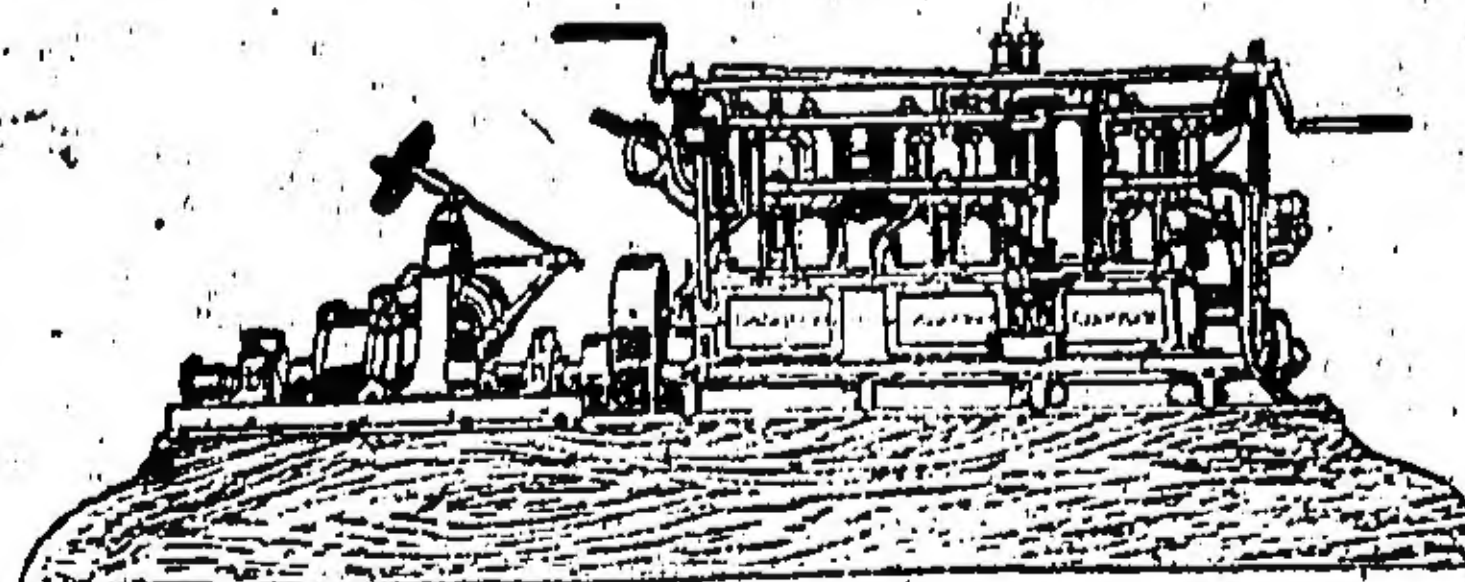
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.
 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 130 B. H. P.

As supplied to the British Admiralty & War Office.



O.6. type Motor and Reverse Gear.
 B. H. P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
 MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,
 HONGKONG, CHINA & JAPAN, AGENTS.
 Telegraphic Address: "TAIKOODOCK."
 TELEPHONE No. 212.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London via Usual Port of Call	China	P & O.	11, Oct.
London & Antwerp etc.	Radnorshire	J. M. Co.	12, Oct.
London & Antwerp etc.	Vestalla	J. M. Co.	18, Oct.
Havre & Hamburg	Suedmark	B. A. L.	28, Oct.
Havre, Bremen & Hamburg etc.	Liberia	B. L. L.	15, Oct.
London & Antwerp via S'wore etc.	Nile	P. & O.	15, Oct.
Marseilles, Havre & Hamburg	Hoerde	H. A. L.	11, Oct.
Marseilles via S'wore, S'pore, C'be.	A. Behic	M. M. Co.	31, Oct.
Port Said	Katori M.	N. Y. K.	23, Oct.
Marseilles London & Antwerp via Singapore etc.	Henlogan	S. T. Co.	11, Oct.
G'bagow, London & Antwerp	Sachsen	H. A. L.	12, Oct.
Rotterdam, H'burg & Antwerp	Bayern	H. A. L.	30, Oct.
N'les, G'ow, A'rs, G'ar, S'ton	Gneissau	M. & Co.	15, Oct.
Trieste, via Singapore, Penang, Colombo, etc.	Koerber	S. W. Co.	15, Oct.
T'le, Fiume, V'ce, via S'pore etc.	Pereira	S. W. Co.	1, Nov.
Mexico, Peruvia & Chile etc.	Anjo Maru	T. K. K.	3, Dec.

NEW YORK SAN FRANCISCO AND CANADA.

Boston and New York	Fulcris	B. L.	25, Oct.
San Francisco	Inverclyde	J. M. Co.	End of Oct.
San Francisco via Keelung & Japan etc.	China	P. M. Co.	14, Oct.
Victoria, Ver, S'to, T'ma & Plant	Den of Airline	J. M. Co.	16, Nov.
Vancouver, via S'hai Japan etc.	E. of Japan	C. P. R.	22, Oct.
Shanghai, B.C. & Seattle via	Sanuki M.	N. Y. K.	21, Oct.
Victoria B.C. & Tacoma via	Mexico M.	O. S. K.	15, Oct.
Keelung, etc.	Chicago M.	O. S. K.	30, Oct.
Vancouver Seattle and/or Tacoma & Plant etc.	Andalusia	H. A. L.	29, Oct.
Victoria, Vancouver Seattle, Tacoma & Portland	Den of Airline	J. M. Co.	16, Nov.
San Francisco via Shanghai etc.	Chiyo M.	T. K. K.	17, Oct.
San Francisco via S'hai Japan	Manchuria	P. M. Co.	21, Oct.

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	22, Oct.
Australian Ports via Manila	P. Sigismund	M. & Co.	1, Nov.

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Fultala	J. M. Co.	Q. desp.
Kobe	P. Sigismund	M. & Co.	14, Oct.
Moji Kobe & Yokohama	Luxon Maru	O. S. K.	30, Oct.
Yokohama, Kobe, and Moji	Lova	J. M. Co.	14, Oct.
Nagasaki, Kobe & Yokohama	Nikko Maru	N. Y. K.	22, Oct.
Shanghai, Yhama, Kobe & Moji	St. Helena	A. N.	1, Nov.
Shanghai	Tijpanas	J. C. J. L.	0, half S.
Shanghai	Choysang	J. M. Co.	1, Oct.
Shanghai	Waishang	J. M. Co.	11, Oct.
Shanghai	Tjitarom	J. C. J. L.	Q. desp.
Shanghai	Yingchow	B. & S.	11, Oct.
Yhama and Kobe via Shanghai	Nippon	S. W.	30, Oct.
Yokohama, Kobe & Moji	Thongwa	D. S. Co.	12, Oct.
Shanghai, T'au, Kobe & Y'oam	Kleist	M. & Co.	15, Oct.
Shanghai	Bohemia	S. W.	1, Nov.
Shanghai	Anhui	B. & S.	18, Oct.
Shanghai	Chensan	B. & S.	8, Oct.
Shanghai, Kobe and Yokohama	Nubia	P. & O.	18, Oct.
Shanghai, Kobe & Moji	Kutsang	J. M. Co.	22, Oct.
Shanghai, Moji, & Kobe	Jinson M.	N. Y. K.	17, Oct.
Bombay via Singapore, Colombo	Kawachi M.	N. Y. K.	11, Oct.
Shanghai, Moji, Kobe & Y'hama	Kirin Maru	N. Y. K.	13, Oct.
Batavia, Cheribon, Samarang & Anping and Takao via Swatow and Amoy	Tjibodas	J. C. J. L.	Q. desp.
Tamsui via Swatow & Amoy	Sosho Maru	O. S. K.	15, Oct.
Spore, Pang, R'oon & C'utta	Daijin Maru	O. S. K.	17, Oct.
Swatow	Toss Maru	N. Y. K.	8, Oct.
Swatow, Amoy & Foochow	Haimun	D. L. Co.	12, Oct.
Manila	Haiching	D. L. Co.	17, Oct.
Manila	Yuensang	J. M. Co.	18, Oct.
Manila	Loongsang	J. M. Co.	11, Oct.
Manila, Mangarin, Iloilo & Cebu	Rubi	S. T. Co.	14, Oct.
Manila, Cebu and Iloilo	Chinhua	B. & S.	14, Oct.
Manila Mangarin, Iloilo & Cebu	Zafiro	S. T. Co.	24, Oct.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	14, Oct.
Singapore	Fausang	J. M. Co.	11, Oct.
Bombay via Singapore Port	Indo Maru	O. S. K.	23, Oct.
Sham Penang & Calcutta	Tijlajap	J. C. J. L.	F. half O.
Java	Tijlajap	J. C. J. L.	F. half O.
Singapore, Penang & Calcutta	Jelunga	D. S. Co.	15, Oct.
Jessellton, Kudat and Sandakan	Borneo	M. & Co.	31, Oct.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces or any kind of metal.

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BOLINDER

DIRECT REVERSIBLE CRUDE OIL MOTORS.

STOCK IN HONGKONG.

MARINE MOTORS.—

2 CYLINDER MOTOR.	24 B. H. P.
2 do.	30 B. H. P.
2 do.	50 B. H. P.
4 do.	100 B. H. P.

ALSO STOCK IN STATIONARY MOTORS, AND MOTORS DIRECT COUPLED TO CENTRIFUGAL PUMPS.

ULDERUP & SCHLUTER.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessels.
Europe, Philippines, Shanghai, Swatow, Manzanillo, Kobe, Shanghai.	China, Loongsang, Waishang, Haimun, Marie, Atlantic, Yingchow.

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessels.
Manila.	Manchuria.

AMERICAN MAIL.

The S.S. MANCHURIA arrived at Manila on Monday at 4 p.m. and is expected to leave that port on Thursday at 4 p.m. making her due to reach Hongkong on Saturday morning at 10 o'clock.

The P.M. S.S. CHINA will be despatched from this port at 12 o'clock on Tuesday, October 14, for San Francisco, via Manila, Nacuan, Kobe, Yokohama and Honolulu.

CANADIAN MAIL.

The C. P. R. S.S. EMPRESS OF INDIA left Yokohama on the 3rd Oct. at 4 p.m. and is due to arrive at Hongkong on the 16th Oct.

The C. P. R. S.S. MONTEAGLE left Vancouver on the 2nd inst.

GERMAN MAIL.

The I. G. M. S.S. KLEIST, carrying the German Mails with dates from Berlin of the 17th of September, left Colombo on Saturday the 4th of October, at p.m. and may be expected here on or about Wednesday the 15th of October.

AUSTRALIAN MAIL.

The E. & A. S.S. Aldenham left Sydney for this port via Queensland Ports and Manila on 27th ult., and may be expected to arrive here on 29th October.

The I. G. M. S.S. PRINZ SIGISMUND left Sydney on the 20th ult. at 11 a.m. and may be expected here on or about the 13th of October.

MERCHANT STEAMERS.

The H. A. L. S.S. SACHSEN left Shanghai on the 7th inst. p.m. and may be expected here on or about the 10th inst. p.m.

The M. M. S.S. ATLANTIQUE will be despatched for Shanghai, Kobe and Yokohama on or about 11th inst.

The H. A. L. S.S. ARABIA left Singapore on the 6th inst. a.m. and may be expected here on or about the 12th inst. a.m.

The Danish S.S. CATHAY left Sabang on the 6th inst. at 1 a.m. and may be expected here on or about the 15th inst.

The American and Manchurian Line S.S. City of Baroda left New York on 25th August and is due here on or about 15th October.

The S.S. Glenloch passed the Suez Canal on 30th Sep., for Hongkong via Straits.

The Mogul Line S.S. Lothian sailed from U. K. on 13th September, for Hongkong via the Straits.

The Barber Line S.S. Saint Patrick sailed from New York on 12th ult. for Hongkong.

The N. Y. K. S.S. TAMBA MARU (American Line) left Seattle for this port via ports on the 7th instant and is expected here on the 9th November.

The N. Y. K. S.S. KATORI MARU (European Line) left Yokohama for this port via ports on the 8th instant and is expected here on the 20th instant.

The N. Y. K. S.S. KAWACHI MARU (Bombay Line) left Kobe for this port on the 1st instant, and is expected here on the 16th instant.

The N. Y. K. S.S. Mishima Maru (Europe Line) left Marseilles for this port via ports on the 20th ult. and is expected here on the 22nd October.

The N. Y. K. S.S. Jinsen Maru (Bombay Line) left Bombay for this port on the 22nd ult. and is expected here on the 10th October.

The N. Y. K. S.S. Kirin Maru (Calcutta Line) left Calcutta for this port on the 23rd ult. and is expected here on the 12th October.

The N. Y. K. S.S. Nikko Maru (Austral Line) left Melbourne for this port via ports on the 24th ult. and is expected here on the 20th October.

The N. Y. K. S.S. Shidzuoka Maru (American Line) left Seattle for this port via ports on the 23rd ult. and is expected here on the 25th October.

The Danish S.S. Cathay has left Port Said on the 16th ult. and may be expected here on or about the 13th of October.

The N. Y. K. S.S. Sanuki Maru (American Line) left Seattle for this port via ports on the 9th ult. and is expected here on the 13th October.

The N. Y. K. S.S. Iyo Maru (European Line) left Shanghai for this port on the 19th ult. and is expected here on the 22nd Oct.

The I.C.N.S. S.S. LO/AT from Calcutta is due at Hongkong on the 12th October.

The I.C.N.S. S.S. ONSANG from Sourabaya is due at Hongkong on the 14th Oct.

The I.C.N.S. S.S. KUTSANG from Calcutta is due at Hongkong on the 19th Oct.

VESSELS IN PORT.

Steamers.

Taiho Maru, Jap. s.s. 2,637, G. Shintoku, 3rd inst.—Nagasaki 20th ult. Coal.—M.B.K.
 Kaidai, Nor. s.s. 1,065, Jorgensen, 2nd inst.—Amoy 1st inst.—Chinese.
 Mexico Maru, Jap. s.s. 3,759, N. Kobayashi, 4th inst.—Tacoma and Shanghai 1st inst.—O.S.K.
 Phenomenon, Br. s.s. W. C. Bird, 4th inst.—Saigon 29th ult. Gen.—W. Fat Sing.

THE AGA LIGHT

For Light-Houses, Buoys, Railway Lights, Automobile and Military Signal Lamps, Searchlights and Complete Installations for Houses and Sea Craft.

ARTHUR NILSSON & CO.

YORK BUILDING
 GENERAL AGENTS.

THOS. COOK & SON, Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONG KONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

221 Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

HAMBURG-AMERIKA LINE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo on Through bills in all European North American and British Ports, also Trieste, Livorno, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong: OUTWARD.

Arabia.....10th Oct.	Istria.....5th Nov.
Albana.....17th Oct.	Altmarc.....13th Nov.
Sambha.....21st Oct.	Sithona.....20th Nov.
Segovia.....22nd Oct.	Preussen.....29th Nov.
Andalusia.....23rd Oct.	

HOMEWARD.

For Rotterdam, Hamburg & Antwerp:	For Marseilles & Hamburg:
Sachsen.....11th Oct.	Brigavilla.....31st Oct.
For Marseilles, Havre & Hamburg:	For Havre, Emden & Hamburg:
Hoerde.....14th Oct.	Arabia.....15th Nov.
For Havre, Bremen & Hamburg:	For Havre, Bremen & Hamburg:
Liberia.....16th Oct.	Sambha.....22nd Nov.
For Havre & Hamburg:	For V'v'er, S'to, and/or T. & P. (Or.):
Suedmark.....28 h Oct.	Sithonia.....23rd Nov.
For V'v'er, S'to, and/or T. & P. (Or.):	For Havre & Hamburg:
Andalusia.....29th Oct.	Macedonia.....30th Nov.
For Rotterdam, Hamburg & Antwerp:	For Havre & Hamburg:
Bayern.....30th Oct.	Segovia.....30th Nov.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
 Hongkong Office.

Consignees

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for counter-signature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board MONDAY October 8th, 1913 at noon will be landed at consignees' risk and expense.

Cargo remaining undelivered SATURDAY October 5th 1913 at noon in addition to landing charges will be subject to storage charges.

No fire insurance whatever will be effected.

All claims must be filed on or before November 4th, 1913 otherwise they will not be recognised.

Hongkong, 4th Oct., 1913.

TOYO KISEN KAISHA.

FROM SAN FRANCISCO, via HONOLULU, JAPAN PORT AND SHANGHAI.

THE Steamship

"CHIYO MARU."

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY the 10th inst., at noon will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown, and all goods remaining undelivered on 17th inst., will be subject to rent and landing charges.

All claims must be filed on or before 24th inst., otherwise they will not be recognised.

Hongkong, 8th Oct., 1913.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"AKI MARU."

having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 14th October, will be subject to rent.

Damaged packages must be left in the Godown for examination by the Consignee's and Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 7th October, 1913.

Consignees

NOTICE TO CONSIGNEES.

From CALCUTTA, RANGOON, PENANG and SINGAPORE.

THE Steamship

"ARRATON APOAR."

having arrived from the above ports, consignees of cargo are hereby notified that their goods will be delivered from alongside. Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 8th instant, will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take immediate delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by the undersigned.

DAVID SASSOON & CO. LD., Agents.

Hongkong, 6th Oct., 1913. (473)

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENAVON"

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 16th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO. Agents.

Hongkong, 9th Oct., 1913.

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"THONGWA."

having arrived from the above ports, consignees of cargo are hereby notified that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 9th inst., will be landed at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by the undersigned.

DAVID SASSOON & CO. LTD. Agents.

Hongkong, 8th October, 1913.

PACIFIC MAIL STEAMSHIP COMPANY.

GENERAL AVERAGE.

S.S. "MANCHURIA"

Consignees of cargo per s.s. "Manchuria" are hereby notified that, owing to a fire which occurred on board on October 1st, 1913 General Average has been declared, and before delivery of cargo can be given the General Average Bond must be properly completed, and a deposit of 15% of the invoice value of the goods must be paid. In addition valuation statements and copies of invoices must be furnished.

PACIFIC MAIL S.S. CO.

Hongkong, 8th Oct., 1913



THROAT.

Cause and Cure.

Few ailments are more painful and annoying than Sore Throat, which is so prevalent just now.

This complaint always means that the sufferer has inhaled germs—particles of vegetable life—so extremely minute that, when seen through the microscope, they look like little specks, as shown in the above disc.

The quickest and most thorough way of killing these germs is to suck a few Formant Tablets. The pain and swelling rapidly diminish, the mouth and throat feel thoroughly clean and refreshed, and in a short time the Sore Throat is cured.

Formant is just as effective, too, as a preventive of Sore Throat and of much more dangerous epidemic diseases like Diphtheria, Consumption of the Lungs, Scarlet Fever, and Measles.

Praised by 7,000 Physicians.

Wolff's Formant Tablets are held in the highest esteem by medical men. For instance, a physician writes in "The Practitioner": "I have never had Sore Throat myself since I began to use Formant, although I suffered periodically before."

Formant is habitually used by well-known people like the Right Hon. Arthur J. Balfour, M.P., Lord Justice Buckley, and Sir Gilbert Parker, M.P. To take only a few examples, Lord Glanville writes: "I have been using Formant for Sore Throat with most satisfactory results." Sir John Lubbock, the famous writer, writes: "I have found Wolff's Formant Tablets very beneficial to the throat and pleasant to the taste." The Bishop of Bath and Wells writes: "Wolff's Formant is a valuable and preventive, the value of which is appreciated in this house."

Such eminent people would not allow their names to be published if they had not proved the efficacy of Formant. Their names are a guarantee that it would be worth your while to try Formant, which can be obtained of all Chemists, and also, send this coupon for a Free Copy of a valuable Handbook on Sore Throat, Diphtheria, etc., written by a London physician.

Only a limited number of copies are available for free distribution, and there is sure to be a quick demand for these. Post this coupon at once, and thus make sure of securing your copy. Wolff's Formant can be obtained of all Chemists, in bottles containing 50 tablets. Inquire for the genuine Formant, and refuse worthless and harmful substitutes.

FREE HANDBOOK.

Please send me a Free Copy of "Hints on Sore Throat."

Name.....

Address.....

A. Wolff & Co.,

6, Kinkling Road, Shanghai.

P. 231155.

To Sail

NOTICE.

FOR EUROPE

via Ports of Call.

THE Steamship

"Prinz Eitel Friedrich."

Capt. C. Mundt, will be despatched from here on Wednesday the 26th of November and is due to arrive in Genoa on the 23rd of December.—This steamer gives splendid opportunity to REACH HOME JUST IN TIME FOR XMAS.—Early booking recommended.

For further particulars please apply to

Melchers & Co.

General Agents,

Norddeutscher Lloyd.

Hongkong, 6th Oct., 1913.

Regular Steamship Service.

For NEW YORK.

With Liberty to call at the Malabar Coast.

Proposed Sailing from Hongkong

s.s. "Shimosa" on or about

10th Oct.

For BOSTON and NEW YORK.

s.s. "Montrose" on or about

16th Oct.

For Freight and further information apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 18th Sept., 1913.

Don't forget after the Show, Supper, and Light Refreshments.

ALEXANDRA CAFE.

Open Till Midnight.

Entertainments

VICTORIA THEATRE.

TO-NIGHT 9.15

THE MAGNIFICENT DETECTIVE PICTURE

"THE ESCAPE OF THE WHITE CLOVE GANG"

IN THREE PARTS
"CAUMONT GRAPHIC"
ALSO A FINE SELECTION OF COMIC AND INTERESTING PICTURES

FOR 4 NIGHTS ONLY
COMMENCING ON

WEDNESDAY, 15th October
THE GREAT PICTURE

"FOR THE KING"
A PICTURE OF VERY HIGH ORDER.

"THE LAST RAY OF SUNSHINE"
NEXT WEEK

BIJOU SCENIC THEATRE.

"THE RAGGEDY TWO"
CARLYN PHILLIPS SINGING AND DANCING VIOLET EBLE

NIGHTLY THE LATEST RAGTIME NOVELTIES
LATEST MOTION PICTURES.

FOR ONE WEEK ONLY
Commencing SATURDAY, 11th October.
The Great Powerful Drama
"HER DREADFUL SECRET"
(ROGER LA MONTE.)
Length 7,500 Feet.

THEATRE ROYAL.
OCTOBER 25TH, 28TH AND 30TH.
COMMENCING AT 9.15 P.M.

Under the distinguished patronage of H. E. the Hon. Mr. Claud Severn the Officer Administering the Government, H. E. Major-General F. H. Kelly, C.B., C.O.C. South China Command and Commodore R. H. Anstruther, R.N., C.M.C.

THE HONGKONG MUMMERS
IN
An Elaborate Production of Shakespear's Irresponsible Comedy.
"TWELFTH NIGHT"

(IN A NEW WAY)
In aid of the following Charities
THE DIOCESAN GIRLS' SCHOOL BUILDING FUND
THE BLIND HOME
THE Y.W.C.A. HOSTEL
THE SOCIETY OF ST. VINCENT DE PAUL
First Amateur Shakespearian Production in the Far East.
BOOKING AT MOUTRIE'S
from OCTOBER 14th.

FILLIS' CIRCUS
KENNEDY TOWN.
GRAND CHANGE
OF PROGRAMME
TO-NIGHT.

Twice Daily: 3 and 9 p.m.
Prices \$2, \$1, 50 cts. & 30 cts.

THE Steamship
FOR YOKOHAMA, KOBE & MOJI.

"THONGWA."
Capt. Robins, will be despatched for the above ports, on Sunday, the 12th inst., at 6 p.m.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return Tours to Japan (occupying 20 days)
The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$12.

For Freight and Passage, apply to
DAVID SASSOON & CO. LTD.
Hongkong, 8th Oct., 1913.

THE "INDRA" LINE LTD.
FOR SAN FRANCISCO.
THE Steamship

"INVERCLYDE"
Capt. Mansfield,
will be despatched as above about End of October.
For Freight and further particulars apply to
JARDINE, MATHESON & CO. LTD.
Agents.
Telephone No. 215 Sub. Ex. 9.

Notices

FOR CHRISTMAS!!

Why not Send Home Some of the Following Good Things From Here?

Finest Quality PRESERVED GINGER

(None Better)

6-5lb jars \$13.50

12-2 1/2lb jars \$15.00

CHOW-CHOW

(A. I. Quality)

6-5lb jar \$13.50

12-2 1/2lb jars \$15.00

Best Quality HANKOW TEA

(Own Selection)

5 lbs Nett \$9.00

7 lbs Nett \$11.00

10 lbs Nett \$15.00

CUMQUAT

(Special S. S. Botted)

6-5 lb jars \$14.50

12 2 1/2 lb jars \$16.60.

The above quotations include all custom duties and charges. We guarantee free delivery to any town in Great Britain. Special Rates will be quoted on application for other parts of the world.

SAILINGS:-

	leaves on	arrives in		leaves on	arrives in
S.S. KIYAMA MARU	10-9-13	23-10-13	S.S. NILE	18-10-13	30-11-13
" NYANZA	17-9-13	2-11-13	" KATORI MARU	22-10-13	4-12-13
" IYO MARU	24-9-13	6-11-13	" SYRIA	28-10-13	13-12-13
" NOKI	1-10-13	10-11-13	" KAMO MARU	3-11-13	18-12-13
" HIRANO MARU	8-10-13	20-11-13	" SUMATRA	12-11-13	27-12-13

THE HONGKONG PARCEL EXPRESS & STORAGE CO.
HONGKONG.
3, Duddell Street.

CHOLERA!

When Cholera menaces, the utmost precaution must be taken. To successfully fight the spread of this dreaded disease thoroughly disinfect all Carbage Cans, Sinks, Drains and Toilets with CN. In every cleaning operation use CN. It's the greatest safeguard of the home against disease.

Don't use "mild" disinfectants—use only CN. CN has the power to ward off the ravages of disease. CN has the germicidal strength to defeat the spread of disease. CN has greater germ-killing qualities than other disinfectants—and none of their dangers.

"The Yellow-Backed with Gable Top"

THE CHINA COMMERCIAL CO.

3, DUDDELL STREET

ORDER YOUR CAR AT ONCE!



Overland Model 69 F

A number of Overlands have now arrived and are finding a ready sale.

Sole Agents.

DRAGON CYCLE DEPOT.

(Prospective Buyers can try this Car free of charge.)

HOWARD WATCHES.

THE AMERICAN WATCH OF

FINEST QUALITY & HIGH PRECIS

Write or send for Catalogue to THE SOLE AGENTS,

CHS. J. GAUPP & CO.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

VERY PALATABLE.

Known throughout the world and prescribed in all cases of Anemia, Debility and Consequence, to young women, children and the aged. Invaluable in hot climates.

Each bottle of genuine SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial

purely and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE des VINS SAINT-RAPHAEL, Valence (Drôme-France).

CALEDON MACGREGOR & Co., Hongkong.

Notice

WE have much pleasure in announcing to our numerous patrons and customers that we have opened.

A New SILK STORE

in the most up-to-date style and fashion at the large

Commodious Premises No. 38 & 40

Queen's Road Central.

It is occupied by Messrs. H. Ruttonjee & Son

where we are displaying an entirely new, handsome and a recent stock of

Silk Goods & Jewellery Ware

of all descriptions in a variety of new, elegant and attractive designs and patterns.

The stock includes a choice selection of

Turkish, Persian & India Silk,

Carpets & Woollen Rugs

in cheap and elegant patterns.

Prices specially reduced for summer.

Cheapest store in the Colony.

An early visit earnestly solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913.

Notice

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese

graduate versed in literature,

has been a teacher to

European officials and merchants</

Commercial

RUBBER COSTS.

Mr. G. H. L. Wharton writes thus to the *Financial News*, which introduces the letter with the following sentence:—

Investors in rubber companies and, in fact, all persons who are in any way connected with the great plantation rubber industry, will find much to interest them in the following letter, written by one who for the past eight years has been a detached, but very observant, on-looker.

Mr. Wharton's letter runs:—I have read with much interest the views expressed by your writers and correspondents with regard to the present position of plantation rubber, and, in spite of all that has been written, I still believe all is well in the rubber world, but things might be much better. The mistake that is being made is not so much in the method of selling plantation rubber as in its preparation for market, and I cannot yet understand why it should be necessary for plantation rubber to be made into the palest of crepe and the thinnest of biscuits to attract the attention of buyers. A certain amount of this "window dressing" may have been necessary in the early days of the industry when plantation rubber was so little known; but it has proved itself: the world's demand cannot be met without the supply from the Middle East, and the market for plantation rubber is now assured. I have not yet been able to learn that it is prepared in its present way, because the manufacturers wish it, and it is quite extraordinary how little of any direct personal communication there has been between the producer and the manufacturer since the beginning.

The manufacturer buys the supposedly superior Fine Hard Para and the confessedly inferior Ceara and Castillon in a rough and ready condition, and it is difficult to see why he must have plantation rubber alone in a highly prepared state. Is it not more probable that he would prefer to have plantation rubber in the same condition as Para and other rubbers, so that the same methods and machinery might be used for all? No one who has seen the many processes the freshly tapped latex has to go through in the factory before it is considered fit for shipment but has had moments of doubt as to the wisdom of it all. Personally, I was never without them. I need not describe these processes in detail; but they are so hurried and drastic as to make me wonder, not that plantation rubber fetches so poor a price, but that it is worth anything at all at the end of it. It seems to me that plantation rubber fetches its price not because of, but in spite of, the treatment it receives at the factory. If the rubber were simply cured and left an adequate time to dry, it would have a much better chance against its rival from Brazil.

As regards the financial aspect, I do not think it is fully appreciated that the full factory costs represent about 40 per cent. of the cost of production. Nearly all this proportion of the cost is spent in order to produce a rubber which, by reason of the treatment it has received (at such cost), sells at 1s. and more per pound less than its almost untreated rival, and, too, it goes to produce a rubber admittedly 20 per cent. purer than its rival.

Here, then, is the solution of our present trouble. Let us save practically all our factory costs (Para does not need them), and by so doing we shall also save the 20 per cent. which, as compared with our competitors, we lose on each sale. The saving effected in this direction would be enormous, and our plantation companies would soon be increasing their dividends instead of reducing them. I do not think I am overstating it when I put the saving equal to 6d. a pound as a minimum. As regards selling, it is necessary to standardize our rubber. There is no difference in the rubber produced from a plantation tree (I am writing of the Hevea Brasiliensis) over eight years old and from the forest tree. Latex from younger trees is of a different condition, less mature, and it requires some 50 per cent. more latex to produce an equal

quantity as compared with the plantation tree of eight years and upwards. Plantation rubber should therefore be graded into two qualities, and the manufacturer would then know exactly what he was buying. At present, he does not know, as the latexes are nearly always mixed in the course of manufacture, and the market price of plantation rubber suffers accordingly. It is this uncertainty that militates against plantation rubber more than any supposed inferiority to the Brazilian product.

It is probable that only those directors of rubber companies who have been managers themselves fully realize what a large part the factory plays in the plantation manager's life. The manager of an average-sized estate to-day practically divides his time into three parts—one to the factory, another to the office and the last, and worst, third (because he is worn out by that time) goes to his trees, or, rather to his subordinates, who are in charge of the various fields. An estate suffers, and frequently seriously, because the manager has not time to supervise the work of his assistants and to help them in it. By the elimination of the present elaborate factory methods the manager would have more time to devote to the plantation, and there would be a consequent improvement in the upkeep and management of the estate. (In passing, I should like to say that the customary "vote of thanks" to the staff in the East should not be a matter of course or a perfunctory one, because it has been really splendid to see the way in which the planter has risen equal to each and every call made upon him.)

I have been an on-looker at rubber for eight years, half of them spent in the Malay Peninsula. I am not, nor ever have been, a planter or a director, though, of course, I have mixed freely with both classes. Therefore I am a detached on-looker, and, as such, I think I must have seen something of the game.

Singapore Share Circular

Messrs Fraser and Co's share circular, dated October 1, states:—Business continues on an extremely restricted scale and in no direction has there been the slightest animation about dealings. The tendency to mark time as regards operations in Rubber Shares still prevails, although there is less despondency as to the future of the raw material and a lead is anxiously awaited from London, which would be quickly reflected in the local group of shares. In Mining Shares quotations are more constantly asked but the actual business done is not extensive. The small fluctuations in Oils have been watched with interest, and moderate transactions can be reported in Shells. Of the Local Industrial substantial investments were made in Straits Traders with very few shares now offering on the market. A few Singapore Trams were taken at 4s 3d and Howarth Erskine 7 per cent Preferences were again bought leaving further sellers a few points under par.

September Rubber Returns.

Bekoh.—8,544 lbs.
Chimpul.—4,846 lbs.
Batang Malaka.—6,052 lbs.
Lower Perak.—3,600 lbs.
Bayer.—8,484 lbs., nine months 49,730 lbs.
Selat.—9,117 lbs., tot 1 to date 28,894 lbs.
Rim (Malacca).—10,300 lbs., total to date 56,000 lbs.
Trafalgar.—1,457 lbs., to date 1,857 lbs., coconuts 26,000, to date 130,000.
Parit Buntar.—20,513 lbs., total to date 148,860 lbs.
Chempedak.—5,400 lbs.
Alor Gajah.—9,500 lbs.
Bukit K. B.—(August) 3,200 lbs.
Changkat Salak.—23,055 lbs., nine months 133,234 lbs.
Selangor United.—5,285 lbs., six months 30,424 lbs.
United Temiang (F.M.S.).—11,879 lbs., two months 22,807 lbs.
Labu (F.M.S.).—43,052 lbs., nine months 293,334 lbs.
Kamuning (Perak).—43,618 lbs., three months 128,693 lbs.
Bukit Kajang.—27,380 lbs., three months 93,501 lbs.
Heaswood.—7,403 lbs., nine months 51,253 lbs.
Cheviot.—13,880 lbs., nine months 97,038 lbs.

Public Companies

THE DAIRY FARM Co., Limited.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the [Company's] Town Office, 2 Lower Albert Road, Hongkong, on SATURDAY the 11th October 1913 at 12.30 p.m. for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1913.

THE TRANSFER BOOKS of the Company will be CLOSED from 1st to 11th October 1913 both days inclusive.

By Order,
M. MANUK,
Secretary.

Notice

NOTICE.

NOTICE is hereby given that a meeting of the shareholders of the HEADWATER MINING COMPANY (INC.) will be held at the Hongkong Hotel on Wednesday, October 22nd, at 4 p.m. to consider the POSITION of the Company and its FUTURE.

By Order,
Hongkong, 8th October, 1913.

NOTICE.

LIVERPOOL VICTORIA INSURANCE CORPORATION, LIMITED.

HAVING been appointed Agents in this Colony of the above named Corporation, we are prepared to accept usual fire risks on their behalf.

Dated, 6th October, 1913.
U. RUMJAHN & Co.
6, Des Voeux Road Central.

NOTICE.

FOR SALE VALUABLE LEASEHOLD PROPERTY. BRITISH CONCESSION. Shameen, Canton.

TWO LOT, Nos. 78 and 81, fronting on the Canal Road, each with a frontage of Ninety Feet on the Road, and with a depth of 140 1/2 feet, together with the Buildings erected thereon. The Lots will be sold either separately or together. This property will be put up for Sale at Public Auction on the Premises, commencing at 11.00 a.m. on THURSDAY, the 30th of October, 1913, if not sold privately before that date. The Under- signed reserve the right to reject all bids if no acceptable bids are offered. Parties interested may obtain particulars from—
The China Baptist Publication Society,
Tung Shan, Canton, China.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be closed for the transaction of Public Business on Monday the 13th instant.
Hongkong, 8th Oct., 1913.

HONGKONG GYMKHANA CLUB.

THE FIFTH GYMKHANA MEETING of the Season will be held at Happy Valley on Saturday, the 11th October, 1913, commencing at 3.15 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club. Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,
Hon. Secy. & Treasurer.
Hongkong, 8th Oct., 1913.

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS

Hongkong, 8th October, 1913.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York.
London Office: 25, Bishopsgate, E.C.

BRANCHES:—

Bombay
Calcutta
Canton
Cebu
Colon
Hankow
Harbin
Hongkong
Kobe
London
Lyons
Manila
Peking
San Francisco
Shanghai
Tientsin
Yokohama

Capital and Reserve \$100,000,000 (Gold)

EVERY DESCRIPTION OF BANKING BUSINESS

DEPOSITS RECEIVED, fixed for one year at 4 per cent. or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT and DRAFTS issued on all the principal cities in the world.

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Banks

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Head Office: 60, Wall Street, New York.
London Office: 25, Bishopsgate, E.C.

BRANCHES:—

Bombay
Calcutta
Canton
Cebu
Colon
Hankow
Harbin
Hongkong
Kobe
London
Lyons
Manila
Peking
San Francisco
Shanghai
Tientsin
Yokohama

Capital and Reserve \$100,000,000 (Gold)

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